CARSTENS PUBLICATIONS
(ISSN 0163-7266)
SEPTEMBER 1979 $1.50

RAILFAN

RAILFAN® & RAILROAD

48760

The Evergreen F's

09
71896 48760

ROBERT L. EASTWOOD

GARLAND McKEE

JIM BOYD

Railnews

SEPTA'S COLORFUL MP54 m.u. cars were used by the Philadelphia Chapter NRHS for a Suburban Station to Trenton-Chestnut Hill-West Chester fan trip on April 29. The refurbished and repainted ex-Pennsy "griders" paused for a photo stop at Westtown, Pa., on the West Chester branch in the bright spring weather.

SOUTH EASTERN COAL COMPANY has received three new GP38-2's (3821-3823) for service on the L&N out of their big preparation plant at Calla, Ky., just west of Ravenna. On April 15, 1979, the 3832 and 3822 were on a train of green SECX hoppers at Ravenna (**left**). South Eastern is also getting six ex-UP GP20's (2001-2006) rebuilt by Precision National with turbochargers removed and 645 power assemblies installed. The GP20's are expected to work east of Calla to the mines while the GP38-2's will run Calla to a facility near Cincinnati.

THE SOUTH BRANCH VALLEY, West Virginia's state-owned short line operating the former-B&O branch between Green Spring, Md., and Petersburg, W.Va., (with headquarters in Moorefield, W.Va.) has received their two ex-Army MRS1's from overhaul at the GE Apparatus Shop in Pittsburgh. The "V" design in the striping symbolizes "The Trough", a unique local valley accessible only by SBV rails. MRS1's 26 and 28 will work with ex-Army and ex-Chessie Alco switchers.

HAROLD H. CARSTENS
editor and publisher

JAMES A. BOYD
managing editor

FREEMAN HUBBARD/editor emeritus
J. ANTHONY KOESTER/contributing editor
WILLIAM C. SCHAUMBURG/associate editor
ROBERT MOHOWSKI/projects editor
MICHAEL A. EAGLESON/columnist
STEPHEN D. MAGUIRE/columnist
SY REICH/columnist
WAYNE M. DANIELS/advertising production manager
JAN LEO HARP/circulation manager
PHYLLIS M. CARSTENS/assistant to the publisher

Judy D. Lovas/office manager and bookkeeper, Evelyn Scheck, Linda Jones, Debbie Babb, assistants. **Catherine Streeter**/dealer and reader service department. **Advertising Production:** Janet Bodemann, Miriam Lee, David Case, Karin Manning. **Circulation:** Jeanne Sipley, Joan Andrews, Judy Koester, Audrey Happel, Joanne McMickle. **Shipping:** Gred Henderson, David Dalrymple.

From the Publisher's desk: Preserving your railroadiana

A fund raising drive for the New York Public Library indicated that thousands of books in that famous repository of knowledge were crumbling apart because of the ravages of time and moisture and a lack of controlled air conditioning in the building. Many thousands of railfans face the same potential problems because they are not properly caring for their irreplacable collections of books, paper and film. Some typical examples which I have seen are enough to strike terror into the hearts of any railfans who care.

One was a 30-year collection of railroad photographs which was being stored temporarily in a large corrugated carton. It was a good carton, but in moving it had somehow been placed on the basement floor and during a rainy spell the basement was flooded. Capillary action did the rest and almost nothing of the historic collection was salvageable. The prints had all stuck together: photos of old steam, builder's photos and material from collections which had long since been dispersed or had disappeared.

Steve Maguire related how a reel of old movie film of a long-gone local trolley line is stored in a nearby attic. The railfan photographer is long dead, but the family cannot bear to part with the film—and there it sits subject to 100° temperatures in the summer and below freezing temperatures in the winter, plus humidity.

Many times we've visited basement libraries where the smell of sodden paper indicates that valuable timetables and other reference material is slowly moldering away, eventually to turn back into the dust from which it was created. A dehumidifier would do wonders in preserving the material.

Recently John Krause commented that he had thrown away some old 4x5 negatives of railroad subjects dating about 1952 which he'd shot on a revolutionary high speed DuPont film of the period. Checking through my own negative collection, I noticed a few manila envelopes which seemed to have crinkly cellophane envelopes inside. Pulling out the negatives, I discovered that the emulsion had pulled off of the acetate film base causing the crinkling cellophane sound. The negatives would never again be printable, but I was fortunate in having prints of these priceless negatives of the old Morristown & Erie enginehouse and equipment. A few other negatives were found to be badly reticulated: the first step in the deterioration process. The film in all cases was the same high speed DuPont which I had indicated on the individual envelopes at that time they were filed away. It pays to keep a record of the film and the developing solutions used.

In RAILFAN for Fall 1976 I mentioned that some early Ansco Color slide film shot in 1946 had faded horribly, although my Kodachrome and a little bit of Agfa still have fine color rendition. Never leave any color film exposed to the light since it will then fade rapidly. Color slides and film are best stored in a cool, dry area. It's a good idea to make copies of old color film, especially if you suspect that there may have been some fading already. Others we've talked to all agree that Kodachrome "ages" better than any other type.

Hal

RAILFAN & RAILROAD

september 1979/vol.2 no.12

RAILROAD/founded 1906/vol.105 no.6

features

22 **The Evergreen F's**/Dick Dorn
32 **The *Railroad* Heritage**/Freeman Hubbard
38 **Doodlebug RPO**/Bert Pennypacker
44 **The 2-10-4's of Tubarao**/Mike Eagleson
51 **Seashore at 40**/Ronald N. Johnson

departments

2 **Railnews**/news in color
4 **Fanmail**/letters from readers
6 **Timetable**/events
13 **Railroadiana**/product news and reviews
17 **In Search of Steam**/Mike Eagleson
18 **Railnews**/items of current interest
33 **Photo Line**/the graphic expression
36 **Transit Topics**/Steve Maguire
57 **We'd like you to meet . . .**/author sketches
60 **Camera Bag**/photography tips
61 **Markers**/editorial commentary
62 **Not in the Wheel Report**/Joe Easley artwork
64 **Switch List**/classified advertising
66 **Advertising Index**/where to find it

cover

The years have taken their toll on the numbers of EMD's classic "covered wagons", and the surviving units are being found in increasingly isolated pockets. One place where they can be found in relative abundance is in the state of Washington, where the Burlington Northern has tended to concentrate its former NP and GN fleets. And a more picturesque setting would be hard to find, as the F's work both main lines and branches in the high forested mountains and the arid lava rocks down to the Columbia River. Dick Dorn tells where to find them in "The Evergreen F's" beginning on page 22. Kodachrome: Dick Dorn.

RAILFAN & RAILROAD (ISSN 0163-7266) is published bimonthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon, New Jersey. Mailing address: P.O. Box 700, Newton, New Jersey 07860. Harold H. Carstens, President; Johanne L. Carstens, Vice President; Marie L. Merkle, Treasurer; Phyllis M. Carstens, Secretary. Second Class postage paid at Newton, New Jersey and additional mailing offices. Copyright 1979 by Carstens Publications, Inc. Printed in the United States of America.

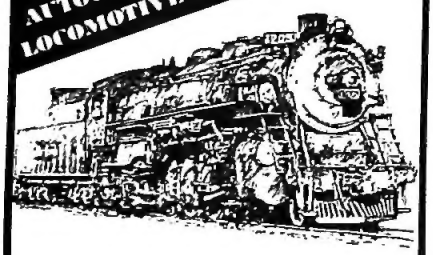
SUBSCRIPTIONS: In U.S.A. and Possessions: One year for $8.00; Two years for $14.00; Three years for $20.00; and Four years for $25.00. Postage outside U.S.A. $1.00 extra per year. All communications regarding subscriptions or change of address should be sent to: Circulation Manager, Railfan & Railroad, P.O. Box 700, Newton, New Jersey 07860.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Railfan & Railroad assumes no responsibility for unsolicited material. Payment is made upon publication. The contents of this magazine must not be reprinted without the written permission of the publisher.

ADVERTISING: Main advertising office: P.O. Box 700, Newton, New Jersey 07860. Phone 201-383-3355. WEST COAST ADVERTISING REPRESENTATIVE: Joseph Mervish Associates, 4721 Laurel Canyon, Suite 211, North Hollywood, California 91607. Phone: 213-877-7556.

Railroad Record Club
25 steam and 16 traction selections being remastered to12"stock. Write for free information.
RAILROAD RECORD CLUB
Hawkins, WI. 54530

MALLORY HOPE FERRELL'S
WEST SIDE
See page 9

CUSTOM AUTOGRAPHED LOCOMOTIVE DRAWINGS

Send for listing and prices.
M.F. KOTOWSKI
21 N. HARRISON AVE., SUITE 200
CAMPBELL, CALIF. 95008

Announcing
VALLEY VISION
Video Tape Cassettes
• VHS or Beta •
"The next best thing to being there"

1979 Cumbres & Toltec Rotary Plow OY run double headed 484 & 487. Narrow Gauge Event of the decade.

Edaville, with all the great power and equipment of the grand old Maine Two-Footers

Heisler Cab Ride, "the inside story" of a geared locomotive slugging it out with logging-type grades—Lots of smoke & cinders.

Send an SSAE for descriptive literature and price list.

VALLEY VISION
a division of
E & B Valley Railroad Co.
14 Soundview Ave.,
White Plains, NY 10606

Fanmail

Sanders' WP

Congratulations on the tremendous start with RAILFAN & RAILROAD! If you continue to follow the standard of excellence and quality of RAILFAN, you are sure to continue to have a winner.

Dale Sanders did a truly great job with "Western Pacific's Third Subdivision". Two years ago I spent a day chasing the WP in Feather River Canyon, and I wish I'd had Dale's article for reference then. His format and writing are great, and he gets right to the point without beating around the bush with purely personal points—he presented the necessary information for easy reference. And that's something I would like to see in all the magazines. The only gripe I can come with is a desire for *more* photography: The same basic photograph of eastbound trains coming out of Tunnel 32 onto Keddie Wye was used three times (cover, pages 27 and 28).

I checked out the Quincy Railroad on my visit, and I believe the 44-tonner is now gone. Their spotless silver and blue Alco S1 is well worth the effort of a visit, however.

ALTON B. LANIER
Memphis, Tenn.

Nailed by a nine-year-old!

I'm a nine year old railfan who lives in Dunmore, Pennsylvania. I liked the article "Five Alcos and a Mack" in the May '79 issue, but I think Chris D'Amato made a mistake when he said that there were five S2's. I think I could tell that No. 23 is an S4 because it doesn't have Blunt trucks but rather has AAR trucks. Check the photo on page 54.

JAMES KEALING
Dunmore, Pa.

Railfan & Railroad

I want to express my gratification on the success with which you have combined forces with *Railroad* and yet maintained the special and valued quality of your publication. The problem with *Railroad*, as I see it, is that it had degenerated into an assemblage of rather tiresome departmental reports routinely produced, conscientiously but monotonously. The special virtue of your magazine is that it continues to produce articles of a full range over the railroading field. Since my enthusiasm is for New England railroads of the steam era, I feel well served by the appearance of interesting articles on that area in your magazine. The *Railroad* departments you have retained seem to take their proper place within the balanced programs of RAILFAN.

There is something to be said for remaining a bimonthly publication. Meeting monthly deadlines for magazines must in time be like producing an hour-long weekly television show. Formulas proceed from the need for shortcuts, and special articles, like special programs, are crowded out because they are too long in the making.

KARL J. BOHMER
New York, N.Y.

I've just received my first copy of RAILFAN & RAILROAD. I think the magazine is great except for the small print. A little larger print comparable to the old *Railroad* magazine would be desirable since many of your readers are past middle age.

S. G. WEDGE
Yucaipa, Cal.

"The Greatest Railroad Merger in Years . . .". But surely not for the fan! You can now double the number of contributors trying to get the fruits of their hobby published in one magazine—a mere six issues a year which heretofor was handled by 18 (six of RAILFAN and 12 of *Railroad*). Reviewing this situation, I think it would be very appropriate if the publisher would consider going to twelve issues a year with the new magazine.

LCDR ALBERT D. SALEKER, MSC, USN
Orlando, Fla.

I note in March RAILFAN that you have acquired *Railroad* Magazine, a publication which has been a part of my life. I bought my first copy some 42 years ago this month, the February 1937 issue, as a schoolboy with a mending broken arm, and searched the second-hand stores for back issues to early 1932, and I still have them all.

Railroad actually shaped my career; I went to work for a steel company and went into traffic. Using what I learned from the

SOUTHERN PACIFIC DAYLIGHT
TRAIN 98-99
By RICHARD K. WRIGHT
Now, a brand new printing of SOUTHERN PACIFIC DAYLIGHT, Train 98-99, a complete history with over 1000 illustrations—including builder and action photos, rosters, consist list, specifications, timetables, maps, documentary reproductions, motive power and passenger equipment drawings, interior and exterior color schemes. THE most complete book ever published on a single train. 656 pages, 8½ x 11, full color dust jacket and rich binding. $59.95, plus $1.50 for shipping within continental U.S.A. only. Calif. res. add 6% sales tax.
WHISTLE STOP PUBLICATIONS
3745 E. Colorado Blvd.
Pasadena, CA 91107

magazine helped me greatly, and I am still at it, but, now Manager of Foreign Freight.

I wish you well with the combined magazine and that it will fill at least a little bit the place *Railroad* has had in my life. The departments you have chosen are among my favorites.

WILLIAM F. FENNELLY
Yonkers, N.Y.

I'm surprisingly pleased with the marriage of RAILFAN & RAILROAD. Very nice blend, indeed, and I'm delighted that you kept the first thing I looked for in *Railroad* each month, *Interesting Railfan*, and the second thing, *Transit Topics*. I'd have been especially lost without the transit column; I couldn't imagine where else to find this type of information. You have pleased me and, I'm sure, a lot of other long-time *Railroad* readers. Good luck and a happy future with the combined publication.

TED WURM
Oakland, Cal.

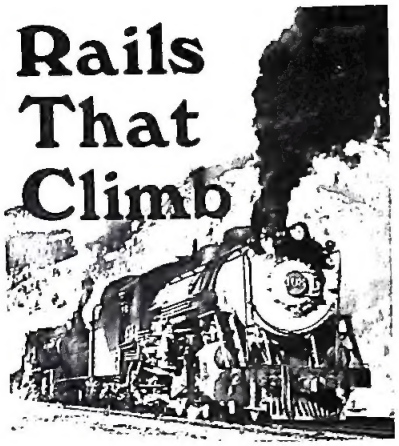
"Trackside"

I have just received your May issue of RAILFAN & RAILROAD and would like to congratulate you on some of the pictures and articles, as they are just great. But I'm very disappointed that you're not carrying *Trackside in the Diesel Age* by Jim Edmondston, which was a monthly feature of *Railroad*. That column was the only reason I first started buying the magazine. Could you please tell me why you discontinued his column?

I also note you don't overexert yourselves putting anything about Canadian railways in your magazine.

L. A. KREGER
Gillam, Manitoba

Jim Edmonston himself was the first to acknowledge that his column wasn't needed in the combined magazine because, ". . . your whole magazine covers what my column was about." The type of material Jim had in his column is now found in the feature articles and Railnews *segments, and we felt there was no need to take away from feature material space with another column. Concerning Canadian material, the July 1979 issue should have allayed your fears, and we recall some rather extensive coverage of Vancouver Island, British Columbia steam, CPR Pacifics and Alco diesels and CN's 6060 in the past couple of years. We don't overexert ourselves, it is just part of our "normal" coverage*—ED.

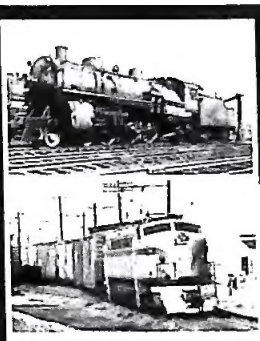


Rails That Climb

The dramatic story of the famed Denver & Salt Lake Route — pounding mallet locomotives cresting lofty Rollins Pass, raging blizzards and paralyzing snow finally avoided by famed Moffat Tunnel, through spectacular Colorado scenery! Edward Bollinger's historic text, first published 30 years ago, is now presented by Wm. C. Jones in a lavish new 320 page edition with 350 photos, 6 color plates, maps, clothbound.

$24.95 ppd

COLORADO RAILROAD MUSEUM
DEPT. R, BOX 10, GOLDEN COLO. 80401



RAILROAD BOOKS

We handle the full rail lines of most leading publishers, as well as books and publishers that are not generally well known. Most orders are shipped by UPS for fast, damage-free delivery. Please give us a try—we think you'll be completely satisfied. We are railfans ourselves and are interested in service.

America's Colorful Railroads—Don Ball covers steam and diesel in the 40's and 50's. 285 color shots $29.95
American Narrow Gauge—Pictorial coverage of operations from WWII through the present. 256p $24.95
The American Railroad Passenger Car—A mammoth history of passenger car technology. 704p, 760 illus. ..$45.00
The 50 Best of PRR, Book III—Good quality photography, reproduced in 8 x 10 format. 100p, soft ...$12.00
Cotton Belt Locomotives—Well illustrated history of steam and diesel power. 244p, diagrams $20.00
Colorado Narrow Gauge Circle—A photo-essay of the last years of operation. 240 illus., 130p, soft.....$12.00
Delaware & Hudson—Shaughnessy's complete history of the road. 488p, 625 illus., roster, action $16.50
A Decade of D&H—Fine photo coverage of the years 1967-77. Sharks, PA's, the trains. 80p, soft $6.95
The PA4 Locomotive—The story of Delaware & Hudson's PA's. 128p, 150 illus., drawings, action $16.95
The Erie-Lackawanna Story—Coverage of steam and diesel power and trains since the 1930's. 480p ...$35.00
Grand Central—Fine illustrated history of New York's famous depot. 160p, diagrams, track plans $17.95
The Jersey Central Story—Carleton's big photo-essay on CNJ's Western Main Line. 416p, rosters $30.00
Railroads of New Jersey—Data and photos of present freight and commuter operations. 180p.....$15.95
Lehigh Valley Railroad—Full historical coverage by Robert F. Archer with 650 illustrations, 372p $17.50
The Handsomest Trains in the World—A history of the Lehigh Valley's passenger service. 120p, soft $10.95
Milwaukee Road East—Historical review of the lines east of Harlowton, Mont. 184p, 200 photos.....$14.95
Monon Route—Hilton's new history of Indiana's own railroad. 400 photos, maps, roster. 316p $18.50
The Mountains—The 4-8-2-type steam locomotive in North America. 380p, detailed rosters, action ...$29.50
New Haven—A Fond Look Back—A nostalgic glimpse at the 40's and 50's. 110 photos, 112p, soft $9.95
The Northeast Railroad Scene, Vol. IV—The Erie-Lackawanna, just prior to ConRail. 88p, soft $6.50
Penn Station—PRR's siderod-driven electrics and the construction of the terminal. 193p, 250 illus. $14.95
Rio Grande in the Rockies—Fine pictorial coverage of current operations on the D&RGW. 80p, soft $8.50
Railroads of Hawaii—Gerald M. Best tells the story of the island narrow gauge empire. 194p $21.95
Iron Horses of the Santa Fe Trail—The standard roster book of Santa Fe steam power. 1200 illus., 612p.$34.50
Southern Pacific Review 1977—Photos, history and current roster of SP's huge diesel fleet. 112p, soft .$10.00
The Switzerland Trail of America—History of the narrow gauge lines west from Boulder, Colo. 408p .$37.50
Union Pacific Motive Power Review, 1968-77—A roster book of UP diesel power. 120p, 1978 roster.....$9.95
Union Pacific 8444—Kindig and Hill photograph 8444 in regular and excursion service. 64p, soft.....$9.00
Roaring U50's—Photo coverage of UP's famous 5000HP diesels. Roster, history, action. 80p, soft.....$9.95
Sherman Hill—History and photos of UP's famous mainline mountain pass. 128p, track plans.....$12.95
Vanishing Markers—Recollections of railroading on the Boston & Maine around 1950. 128p, roster ...$14.95
Western Pacific—New illustrated history by Don DeNevi. 192p, nice Ted Benson photo section.....$14.95
The Country Railroad Station in America—A photo-essay with 350 illustrations, floor plans, 192p.....$22.50

ELECTRIC RAILROADING

Bangor Street Railroad—City and suburban lines in Maine, with freight service. 82p, rosters $6.00
100 Years of Capital Traction—Washington D.C.'s street railway system in 332p, 700 photos, roster ...$25.00
From Horsecars to Streamliners—A fine illustrated history of the St. Louis Car Co. 400p, rosters.....$22.50
Interurban Railways of the Bay Area—The great systems of the San Francisco area. 300 illus., 200p. $20.00
Lake Shore Electric—A history of Ohio's most famous interurban system. 200p, 530 illus., soft.....$15.95
South Shore—Middleton's complete history of America's last interurban by 15 years. 176p, rosters $14.95
Uptown, Downtown—Entertaining historical coverage of New York's subway systems. 120p, illus.....$12.95
York County Trolleys—Rohrbeck's history of lines around York, Pennsylvania. 90p, 105 illus., soft ..$7.50

- Check or money order with your order—please add $1.00 to all orders under $10.00
- We package books properly for safe arrival—we ship promptly!
- Please send .45 in stamps for our current catalog by First Class Mail—catalog sent free with order

In-print railbooks exclusively—over 400 titles in stock

JOHN H. WESTON
Bookseller
BOX 339
WILMETTE
ILLINOIS
60091

LIVE STEAM
Complete line of 1½" Scale
STEAM & DIESEL LOCOMOTIVES
Freight & Passenger Cars, Track, etc.
Larger Scales also Available
CATALOG: Cal. Res. Add 6%
$5.75 3rd Class - North America
$6.25 1st Class - North America
$7.00 Airmail - Elsewhere

RAILROAD SUPPLY CORP.
115 So. Victory Blvd.
Burbank, California 91502
(213) 845-1727 (213) 849-1351

THE DEPOT ATTIC
377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

Offering a Large Selection of Authentic Railroad Paper and Hardware Material.

Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.

Write, or Phone 914-693-5858 (Evenings)

Store Hours: Weekends Only 12 to 5:00 PM
Send $1.00 to Receive Catalogs

Special
Month of September

Rutland Railroad
Alco- GE Builders Plates
Brass-Aluminum

These plates are made using the original Alco-GE pattern from Schenectady N.Y.

Aluminum - **$32.50 ea.**
Brass - **$37.50 ea.**

Available in the following sets of 2 and/or 6 may be mixed or all the same on choice of locomotive and metals used.

Dana J. Berg
RFD Florence, Vt. 05744
802-483-2894

ROCKY MOUNTAIN RAILROAD BOOKS

American Narrow Gauge, Krause 22.45
Colorado Narrow Gauge Circle, Krause ... 10.80
Colorado Rail Annual, Collected 1-7 ..... 7.65
#8 Scenic Line of the World 8.77
#9 Galloping Geese & Fred Jukes 8.77
#10 N.G. to Central & Silver Plume 8.77
#11 Otto Perry & Ouray Branch 8.77
#12 The South Park Line 13.27
#13 Florence & Cripple Creek 13.27
#14 Lake City & Creede Branches-New 14.85
Gilpin Gold-Tram, Ferrell 9.85
Locomotives of the Rio Grande, 1870-1978 .. 8.98
Mineral Belt, Vol. 1, Digerness 39.95
Mineral Belt, Vol. 2, Digerness 39.95
Narrow Gauge in the Rockies, Beebe 11.64
Rails That Climb, Bollinger 22.45
NEW, 320 pp on the MOFFAT ROAD
Rainbow Route, Sloan 39.95
Rio Grande, Beebe & Clegg 13.50
Rio Grande Glory Days, Lathrop 9.85
Rio Grande in the Rockies, Hill 7.65
Rio Grande Southern,Crum.....a classic 19.95
Silver San Juan, Ferrell 35.95
Switzerland Trail of America, Crossen.... 33.75
Union Pacific 8444, Kindig & Hill..... 8.10

Shipping is postpaid in USA - add $2.50 for UPS
Overseas orders add 20% for airmail
MASTERCHARGE — VISA

REED'S HOBBY SHOP
8039 LA MESA BLVD.
LA MESA, CA 92041
(714) 464-1672
— HOURS: M - F 3 - 9, Sat 10 - 6 —

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

SOUTHERN RAILWAY, 1979 Steam Excursion Schedule. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See list at the end for addresses of sponsoring organizations, and contact them for tickets, fares and specific information. Engine 2839 is former-CPR Royal Hudson 4-6-4, 722 is SR 2-8-0, 750 is S&A former-FEC 4-6-2, 4501 is SR 2-8-2 and 610 is ex-T&P 2-10-4. In case of mechanical or scheduling difficulties, locomotives may be changed or schedules altered, so check with the sponsoring organization prior to each trip.

August 9, 610 Lexington, Ky., to Louisville and return (KRM); **August 18-19,** 722 Richmond to Keysville, Va., and return each day (ODC); **August 28-29,** 750 one way Atlanta to Salisbury, N.C., and Salisbury to Alexandria, Va. (ACN); **August 31,** 722-750 doubleheader Alexandria to Strasburg, Va., for NRHS National Convention (WAC); **September 3,** 2839 Alexandria to Charlottesville, Va., and return via SR/C&O for NRHS National Convention (WAC); **September 4-5,** 750-2839 doubleheaded Alexandria to Salisbury on Tuesday and 750 alone Salisbury to Atlanta, both one way (ACN); **September 29-30,** 2839 Spencer, N.C., to Asheville, N.C., on Saturday and return to Spencer on Sunday (NCT); **October 6-7,** 2839 Knoxville, Tenn., to Asheville, N.C., and return each day (OSN); **October 13, 14, 20, 21,** 4501 Chattanooga to Crossville, Tenn., and return each day (TVRM); **October 27-28,** 610 Atlanta to Toccoa, Ga., and return each day (ACN); **November 3-4,** 4501 Birmingham to Selma, Ala., and return each day (HDN); **November 10-11,** 4501 New Orleans to Hattiesburg, Miss., and return each day (NON).

The sponsoring organizations are: (KRM) Kentucky Railroad Museum, P.O. Box 295, Louisville, KY 40201; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ACN) Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324; (WAC) Washington Area Chapters NRHS & RRE, P.O. Box 487, Ben Franklin Station, Washington, DC 20044; (NCT) North Carolina Transportation History Corp., P.O. Box 271, Spencer, NC 28159; (OSN) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901, (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (HDN) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NON) New Orleans Chapter NRHS, P.O. Box 4355, New Orleans, LA 70178.

DENVER, COLORADO, July 28, 1979. Denver to Sterling and return behind Union Pacific 4-8-4 8444 sponsored by the Rocky Mountain Railroad club. Depart Denver 7:00 a.m., return 8:00 p.m. Fare $42.00. Contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201.

PITTSBURGH, PENNSYLVANIA, August 11-12. Second Annual Great Grand Concourse Steam Whistle Blow sponsored by Chuck Muer as part of the Pittsburgh Three Rivers Regatta. Bring your whistle and enter the competition with steam whistles of all kinds: boat, train, factory and tractor. Live steam will be provided (eat your heart out, Steve Mintz). Grand Concourse Restaurant Monongahela River at Smithfield Street Bridge. To enter, contact: Dennis DiPietro, Grand Concourse, One Station Square, Pittsburgh, PA 15219. There's no entry fee.

EAST TROY, WISCONSIN, August 11-12. East Troy Trolley Museum "Milwaukee Electric Commemoration Day" on the 40th anniversary of abandonment of TMER&L passenger service between Milwaukee and East Troy. Operation will feature regular North Shore cars plus special TM equipment along with movies and slide show of TM action.

RAILROAD ITEMS & RADIO SCANNERS

Railroad logos in Wall Clocks & Plaques, tie tacs, jewelry, cloth patches, coffee mugs, pen sets, conductors buttons, spike bottle openers, over 200 logos, includes steam and diesel engines, cabooses, for large assortment of styles of belt buckles, Fobs, and key rings. We also have Bearcats line of radio scanners, programming and hand-held. Please send 4 15¢ stamps for catalog & information.

Insignia Clock & Specialty Co.
P.O. Box 112
Wonder Lake, IL 60097

The Short Line
The Journal of Shortline and Industrial Railroads

- Shortline Railroad Histories
- Industrial and shortline operations
- All-time locomotive rosters
- State rail location surveys

6 issues per year. $5.75 by 2nd class mail
$8.00 by 1st class mail

P.O. Box 16470, Greensboro, N.C., 27406

ROLLING THUNDER
75 films of steam engines & name trains - 1935 to 1978
Color—Sound—Super 8

Sunday River Productions
P.O. Box 565 Concord, MA 01742
Send $1.00 for illustrated catalogue

LIFE AFTER RETIREMENT

I was created by Baldwin in 9-29 for the Grand Trunk Western as #8372, an 0-8-0. For 30 years I worked faithfully for the GTW and they took excellent care of me, but the diesel entered our lives and our relationship broke up. In 1960 I was sold to Northwestern Steel and Wire for scrap, but I found friends here in Sterling, Ill. and was resurrected. Today I'm alive and well moving loaded and empty billet cars around the mill in the last commercial full time steam operation in the U.S. Listen to me on AiS cassette #12R/L-30 **$4.95**

Adventures in Sound
P.O. Box 96 Clay, NY 13041

Carl Loucks
....Selling Railroad Timetables

Public Timetables of the 60's. Your choice any 10 for $10. Random dates: mix as you desire from these roads - CV, D&H, NYNH&H, EL, NYC, PRR, RF&P, C&O/B&O, N&W, SAL, ACL, SCL, SOU, L&N, CG, IO, CB&Q, C&NW, MILW, CRI&P, GN, SP, NP, WP, UP, AT&SF, D&RGW, MP, FRISCO, MEC ... SPECIAL - one from each of thirty lines - $27.50. Same package available from 1950's. Ten for $25; all thirty for $65. Add 10% 1st class postage.

199 Wayland St., Hamden, Ct. 06518

NEW SLIDE SETS
"B&O Passenger E Units"
"Dearborn Station Chicago 1949"
"New York Central Hudsons"
"NYC Steam Power - Set 2"
"Pennsylvania - Amtrak 4935"
"RDG Steam Power Passenger Trains"
"Southern Crescent"
"SP Diesel Freight Power"
"Western Pacific F Units"
Five 35MM slides in color $2.00 per set.
See your dealer or order direct. Add 50 cents shipping and New York residents must add sales tax.

Audio-Visual Designs
P.O. BOX 24, EARLTON, N.Y. 12058

Special program of events in the Village of East Troy. Contact: East Troy Trolley Museum, P.O. Box 726, East Troy, WI 53120; 414/332-7728 or 414/642-3833.

EAST HAVEN, CONNECTICUT, August 25-26. "National Trolley Festival" at the Branford Trolley Museum. Including: Pageant of Trolleys, America's largest parade of electric cars—over 25 in operation—with historical narratives. Electric railway films, lectures, exhibits. Unique opportunity to ride and photograph many rare cars. Different program each day. Special Sat. evening program: Night operations, Night photography, Traction films, Bull Session. Weekend package (All events) $7.50 per person by mail (Deadline Aug. 1) Send check or money order with SSAE to: National Trolley Festival, P.O. Box 457, Short Beach, CT 06405. Weekend package at gate $9.00. Vendor tables available. Inquire early for space.

BOISE, IDAHO, Sept. 8-9, 1979. The Snake River Chapter NRHS will sponsor "The Great Train Ride of '79." Union Pacific 4-8-4 8444 will depart Boise at approximately 10:00 a.m. for Weiser, Idaho, and return in the afternoon on both Saturday and Sunday (160-mile round trip). Consist will include two dome cars and a number of coaches. Tickets are $15.00 for coach, $22.50 for dome seats. Box lunches will be available for an additional $2.00. When ordering tickets, specify Saturday or Sunday. For complete information, send a self-addressed, stamped envelope to "The Great Train Ride of '79," P.O. Box 8795, Boise, ID 83707.

HONESDALE, PENNSYLVANIA, September 13-16. Celebrate the 150th Anniversary of the first steam locomotive to run in America, the *Stourbridge Lion*, with four days of festivities at Honesdale. Prime attraction for railfans will be 52-mile rides on the Lackawaxen & Stourbridge R.R. from Honesdale to Lackawaxen and return behind ex-CPR 4-6-0 972. Steam train will run twice daily except Saturday (which will run morning only). Tickets are $11.50 for adults and $6.50 children 12 and under. Contact: Stourbridge Lion Committee, Honesdale, PA 18431 (you may use coupon from their advertisement on the back cover of this issue). There will also be rides on L&S diesel train from Honesdale every hour and half hour, in addition to block parties, parades, races, railroadiana and model displays and exhibition of the full size replica of the *Stourbridge Lion*.

CHATTANOOGA, TENN., September 15-16. "Tunnel Station Festival" at the Tennessee Valley Railroad Museum hosted by TVRM and the Civic Arts League. Arts, crafts, music and country style food in addition to train rides. Three steam locomotives, including the *Best Friend of Charleston*, will be in operation. Site: TVRM, Cromwell Road off Highway 153. Contact: Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406, 615/622-5908.

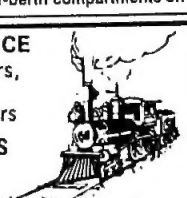
NORTH CONWAY, NEW HAMPSHIRE, September 15. Annual Railfan's Day at Conway Scenic Railroad. Doubleheader steam trains, a freight train and extra train to intervale over seldom-used trackage. Special exhibits, plus slides and movies in stall four of the roundhouse. Flea Market. No admission charge and no reservations necessary. Regular fare for train rides. For full details send SSAE to: Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860; 602/356-5251.

DEARBORN, MICHIGAN, September 21-23. Fall color trip to Agawa Canyon hosted by the Michigan Railroad Club featuring bus transportation from Dearborn to Sault Ste. Marie, Ontario, and spectacular one-day train ride on the Algoma Central Railway. The rail trip to Agawa Canyon features magnificent mountain, lake and valley scenery in brilliant fall colors—one of North America's most spectacular rides. Price is $110 per person, double occupancy. Contact: Michigan Railroad Club, Inc., Algoma Trip, P.O. Box 586, Dearborn, MI 48121.

BOSTON, MASS., October 6-8. "Foliage International", New England's first international three-day special Amtrak train from Boston to Montreal and return on Conrail, B&M, CV, VIA and D&H. Special train with two dining cars. A $50 non-refundable deposit holds your seat; for full price details contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126, or call 24-hour service 617/361-4445.

SIBERIA, October 6-27. Travel from Moscow to Khabarovsk across nearly 6000 miles of the Soviet Union on the Trans-Siberian Railroad on a tour hosted by the Citizen Exchange Corps, a nonprofit, nonpolitical educational organization. All-inclusive cost is $1725 which covers air fare and other transportation, double occupancy in first class hotels, four-berth compartments on

SALES AND SERVICE
VHF/UHF Scanners, Portables, Industrial Receivers
ALL CRYSTALS IN STOCK



Southwest Electronics
P.O. BOX 1099 PRESCOTT, ARIZ 86302
PHONE: (602) 445-1942

☐ CENTURIES PASS AT NIGHT

☐ BERKSHIRE AT MIDNIGHT

☐ BLUE RIDGE RUNNER

☐ THE SNUFF DIPPER

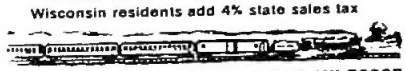
Prices subject to change

☐ NO.1, OF COURSE
☐ ALMOST HOME
☐ QUEEN CITY QUIETUDE
☐ DAY EXPRESS DOUBLEHEADER
☐ UNION PACIFIC FLAGSHIP
☐ CLASS D ON THE RUN
☐ PENNSY'S FINEST
☐ RACE OF THE CENTURY
☐ THE AMERICAN
☐ THOSE NIGHT TRAINS
☐ ROARING THROUGH RONDOUT
☐ A NAME LIKE A COCKTAIL
☐ GRAY PLUS ORANGE AND RED

$5 EACH: R R. COLOR PRINTS BY GIL REID

Each print is $5, processed in 4-color, centered on 22" X 16" sheet, with clear margin all around. Send money order or check (No stamps, coins, currency or C.O.D.). $5 price includes shipment of print in tube 3rd class mail to U.S., Canada & Mexico. (Foreign shipments are *sent airmail* only. Add $2 more *postage* per each print ordered.)

MARK THE PRINTS YOU WANT
Wisconsin residents add 4% state sales tax



GIL REID, P.O. Box 251, Brookfield, WI 53005

Name _____
Address _____
City _____
State _____ Zip _____

Great Britain & Europe Order from The Newcomers' Gallery Ltd. 32 Portland Rd., East Grinstead, Sussex RH 19 4EA, England

SOUTHERN PACIFIC REVIEW 1978-79

Featuring a detailed history of the diesels (and steam, too) of "fallen flag" Texas & New Orleans, 1941-65. A festival of Alcos: RSD-5's, S-2's, and PA's never before in print—in action and portrait!

Plus: all-new photo essays on new units, graduates (Alaska to Peru!), and pool power; additional studies of leased Amtrak commute power and "end of the line" for some important models. A complete, May 1979 roster is supplemented by 44 pages of pictures. (128 pages softcover; ISBN 0-930742-03-6)

$12 +70¢ shipping by mail . . . Californians add 6% tax . . . or see it at your favorite dealer.

READY IN AUGUST

Don't Forget: SP REVIEW 1977 is still available . . . 112 pages, $10 +50¢ shipping (plus tax in CA)

SHADE TREE BOOKS
P.O. BOX 2268 • HUNTINGTON BEACH, CA 92647

© LFI, Inc. 1979

SELECTPLANER

Sharpest Tool Ever Made

Now you can own the sharpest plane ever made — SelectPlaner. This triple-bladed plane makes child's play of tough jobs. The secret's in the patented front and rear clamps that hold heavy duty razor blades at the correct cutting position. Plane a sticky door or drawer with ease. Makes perfect curved and circle cuts—impossible with ordinary plane. Perfect for all kinds of smoothing and fitting jobs. Ideal for installing floor tiles, linoleum around pipes and fixtures. Over 100,000 now in use by handymen, carpenters, floor covering installers. Hobbyists and model makers find SelectPlaner perfect for the fine, precision cuts on balsa wood.

only $9.95

Money Back Guarantee

A. It's a straight planer

B. A Curved Planer

C. A Paint Scraper

D. Removes labels, cleans paint from windows.

E. Bonus — Free Automatic Clamp Vise. Holds work firmly — $3.99 value.

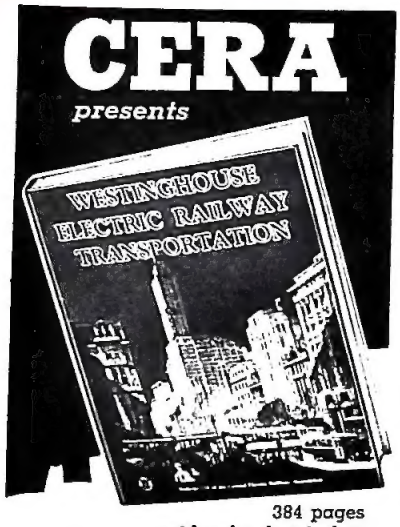
F. Comes with six heavy duty, surgical steel blades.

Great for: Handyman, Hobbyists, Do-It Yourselfers, Boat Builders, Carpenters, Pattern Makers

SelectPlaner, Union Trust Bldg. P.O. Box 846 Providence, Rhode Island 02903 **19A**

Please send me:
_____ SelectPlaner Kits including free Automatic Clamp Vise and 2 packs of heavy duty blades @ $9.95 each (plus $.65)* $ _____
_____ Two SelectPlaner Kits @ $8.95 each (plus $.50)* _____
*Postage and handling each.
I enclosed check or money order for: $ _____
Charge: ☐ Visa/BankAmericard ☐ Master Charge
Card # _____ Expires: _____
Signature _____
Name _____
Address _____
City/State _____ Zip _____
RI Res. Add 6% Sales Tax

CERA *presents*



384 pages
with color dust jacket,
Stock No. B-118, $23.00 post paid.
Illinois residents add sales tax.

WESTINGHOUSE ELECTRIC RAILWAY TRANSPORTATION

provides an inside look at historical developments in the electric railway industry. Years ago, Westinghouse periodically issued elaborate articles describing what was then considered newsworthy in the field. As the years passed, these scarce documents have served to preserve the history of development in the industry, and they have become highly prized by historians and collectors.

The articles selected were originally issued between 1915 and 1935 and they describe some of the more interesting projects in which Westinghouse was involved.

The subjects range from streetcar and interurban railways to the electrification of mainline steam railroads. Specific articles discuss the application and equipment of the Safety Car, the pioneer use of single-phase AC electrification on mainline railroads, the Cedar Valley interurban in Iowa, and transportation hints to aid street railway operators and modern light-weight cars.

Central Electric Railfans' Association

Circulation Manager-R P.O. Box 503, Chicago, IL 60690

NOSTALGIA STATION

Trainman's Lamp

This authentic Adams & Westlake "kero" hand lantern has been fashioned into a handsome 3-way, 20" desk lamp. The parchment shade depicts an antique locomotive in colorful detail. Available with red globe and choice of B & O or C & O marked frame, $55.00. Free catalog with order. Catalog only—$1.00

Add $4.50 shipping per order via UPS.

To charge, include Master Charge or VISA number and expiration date. Mail your order today. Phone orders accepted. Make check or money order payable to:

NOSTALGIA STATION
B&O Railroad Museum
901 West Pratt Street
Baltimore, Maryland 21223
(301) 237-3746

train, all meals, gratuities and sightseeing. Depart New York JFK via Finnair evening of October 6, returning on Finnair October 27. CEC will supply Russian-speaking tour group leaders and Soviets will provide English-speaking guides. Contact: Citizen Exchange Corps, 18 East 41st St., New York, NY 10017, 212/889-7960; or 145 Hanover Street, Boston, MA 02108, 617/742-0105.

DENVER, COLORADO, October 13. Union Pacific 4-8-4 8444 will power round trip from Denver to Laramie with photo stops en route. Streamlined equipment: recorder-baggage car, leg-rest coaches, dome coach and full lounge. Buffet food service and souvenir shops. Adult fare: $42.00. Full information and tickets from: Bob Brown, G.P.A., Intermountain Chapter NRHS, P.O. Box 5181, Denver, CO 80217 (please include #10 size SASE).

WINDSOR, ONTARIO, October 16-21. Six-day "Northern Triangle Trip" hosted by Michigan Railroad Club over VIA/CN and Ontario Northland lines to Cochrane, Montreal and Quebec. 2000 miles by rail, a day in Montreal and two days in Quebec. Price includes sleeping car, motels and some meals. Fare $310 per person, double occupancy in hotels. Contact: Michigan Railroad Club, Eugene Sussex, 19934 Pierson Ave., Detroit, MI 48219.

NORTH FREEDOM, WISCONSIN, October 6-7. Special Autumn Color Weekend at Mid-Continent Railway Museum will feature steam locomotives including C&NW and WC&C 4-6-0's and Montana Western gas-electric. Two full days of operating and photographing passenger, mixed and freight trains in the Baraboo hill country of Wisconsin. Doubleheaders and helpers are also planned, as are photo and art festival. First Class service at extra fare aboard Pullman *Dover Plains*. Wonderful opportunity to photograph steam in fall colors. For further details, schedules and fares, contact: Mid-Continent Railway Museum, P.O. Box 55, North Freedom, WI 53951.

CHATTANOOGA, TENN., October 13, 14, 20, 21. Southern Ry. 2-8-2 4501 on the 11th Annual Autumn Leaf Specials from Chattanooga to Emory Gap and up spectacular former Tennessee Central to Crossville and return each day. Full 12-hour round trip each Saturday and Sunday in mountain fall foliage peak color. Train includes air conditioned coaches, open observation cars, dining car and commissary car. Overnight option includes live theater production at famed Cumberland County Playhouse. All seats by reservation. Write: Tennessee Valley Railroad Museum, Dept. R&R, TVRM Excursion Tickets, 7 Fairhills Drive, Chattanooga, TN 37405, or call 615/622-5908.

BELLOWS FALLS, VERMONT, October 20-21. Steamtown's Annual Railfans Weekend featuring two days of special railfan-oriented activities with seven engines under steam—CPR 4-6-2 2317 to be feature attraction. Many photo stops, runbys and a night photo session conducted by Jim Boyd. Door prizes including cab rides. For complete details write: Steamtown Foundation, Dept. RF, P.O. Box 71, Bellows Falls, VT 05101 or call 802/463-3937.

WASHINGTON, D.C., October 28. "Strasburg Special" with Amtrak PRR GG1 4935 from Washington, D.C., up the "Port Road" to Harrisburg and out to Leaman Place for a connection with special steam train on the Strasburg Rail Road. Plenty of time in Strasburg for local attractions such as the Pennsylvania State Railroad Museum, the Choo Choo Barn, Red Caboose Motel and Toy Train Museum. Return with 4935 via Philadelphia. Departs Washington, D.C., at 8:00 a.m. and returns 9:30 p.m. For fares and details contact: Washington Chapter NRHS, P.O. Box 456, Laurel, MD 20810.

THEATER

ON THE TWENTIETH CENTURY, National Company starring Rock Hudson and Judy Kaye with full Art Deco scenery from its Broadway hit run, will be playing in the following cities: Chicago, Arie Crown Theater, August 2-23; Los Angeles, Pavilion Theater, August 28-October 13; and San Francisco, Orpheum Theater, October 16-November 24.

New York Central's

THE RAILROAD SIGNAL

The New York Central's public relations department takes you exploring the interworkings of their NYC's extensive signal system. Included is the operation and maintenance, but the best part is the continued array of NYC steam power that passes before you.

This black & white film is of excellent quality and a must for NYC and steam fans alike.

Super8, Magnetic Sound (350') ... 37.95
Super 8, Silent (350') 22.95
16mm, Optical Sound (630') 59.95

U.S. & Canadian shipments Postpaid Parcel Post 4th Class
Foreign Surface add .50¢

Chad O'Conner's

"THE SLIM PRINCESS"

Southern Pacific Narrow Gauge
-COLOR & SOUND-

The year is 1954 as you board a regular freight run from Laws to Keeler and return on S.P.'s most unique operation. The impressive 16mm photography of Mr. O'Conner takes you into the cab, aboard the train, key run-bys, plus switching at the talc mine, plus the supreme synchronized sound recorded on location. A descriptive narration is included. This truly historic film is our first release from Mr. O'Conner's extensive collection.

Super8, Magnetic Sound (207') ...33.95
Super 8, Silent (207') 22.95
16mm Optical Sound (375') 74.95

CALIFORNIA RESIDENTS: Please Add 6% Sales Tax

CATALOG AVAILABLE Send check or money order to: *INTERURBAN FILMS*

DEPT. RF-10, P.O. BOX 60
SEAL BEACH, CALIFORNIA 90740

RECORD of the MONTH
SB 4502 Green Board South

to readers of RAILFAN
$ 9.50
this month ONLY to your DOOR

STEREO/QUAD [CD-4] 12" LP

A tribute to the Southern Ry. and the steam locomotives operated by them. No. 4501, No. 630, No. 722, No. 750, and ex-Mississippian No. 77 are all featured. Included are doubleheaders 722/750 and 722/630 . . . . and some mighty pretty whistle blowing by Mr. Walter Dove. Yours for the price of admission, any time of the day or night.

Offer good only during month of this magazine issue.

— FREE Catalog upon request —

Mobile Fidelity Records
P.O. Box 336, Burbank, Calif. 91503
or see your Hobby/Record Dealer
Stereo 8 or Quad 8 Track Tape - $9.50
Stereo Cassette - $9.50

WEST SIDE . . . .
Narrow Gauge in the Sierra
by Mallory Hope Ferrell

Approximately 320 pages - over 400 Black and White photos, 16 PAGES OF COLOR - including paintings by Mike Pearsall, Howard Fogg, and Jim Finnell.

Maps, Plans, Detailed car rosters. Scale Drawings/drawings by California Short Line Historical Society and Ted Schneff.

ALSO 100 old time photographs, most never before published, including many early Hetchy Hetchy and Yosemite Valley. Railroad WEST SIDE Flume and Lumber Co.

RESERVE YOURS NOW!

Price Approx. $35.00 — Available on or before Oct. 1st
Calif. Res. add 6% states tax — Dealer inquiries invited
Order from:

CONCEPT
CLASSIC DETAILS
&PHOTOS

P.O. Box 749
South Lake Tahoe, California 95705
VISA

RAILROADIANA MEETS

HARRISBURG, PENNSYLVANIA, August 8-10. Annual convention of National Association of Timetable Collectors at Holiday Inn Town, Second and Chestnut Streets, two blocks from Amtrak/bus station and accessible from I-81, I-83 and Pennsylvania Turnpike. Buy-sell-trade paper and other railroadiana at trading sessions all three days. Also scheduled are business meeting and banquet. Contact: Dan Cupper, Convention Chairman, 4741 Spring Creek Road, Harrisburg, PA 17111.

WASHINGTON, D.C., August 29-31. Third Annual East Coast Railroadiana Show & Sale held in conjunction with NRHS National Convention at Hyatt-Regency Hotel in Washington. Over 100 tables of railroad items for sale. For information send SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

GAITHERSBURG, MARYLAND, September 9. Rockville Society of Model Engineers Eleventh Annual Auction and White Elephant Sale at Montgomery County Fairground, Chestnut Street. White Elephant Sale begins at 9:30 a.m. and Auction starts at 11:30 a.m. $1.00 admission; 10% commission on items sold. Details: Don Florwick, 13904 Castaway Dr., Rockville, MD 20853; 301/460-1257.

ALLENTOWN, PENNSYLVANIA, September 30. Railroadiana and Model Railroad Show & Sale hosted by the Lehigh Valley Chapter NRHS from 10:00 a.m. to 4:00 p.m. at Dieruff High School, Washington and Irving Streets (two miles south of U.S. 22 at Airport Road exit). Admission is $1.50, $2.50 maximum per family. Contact: Paul A. Kuehner, P.O. Box 300, Laury's Station, PA 18059.

WANTAGH, LONG ISLAND, N.Y., September 30. Railroadiana Fair sponsored by the Wantagh Preservation Society from 10:00 a.m-5:00 p.m. at 1888 Wantagh LIRR depot. Exhibits $10, general admission $2, children $1; proceeds go toward restoration of business car *Jamaica*. Parking at new LIRR depot and behind Wantagh Cinema on Wantagh Ave. Rain date October 7. Contact: Carl Waswo, 2484 Beltagh Ave., Bellmore, NY 11710; 516/SU5-8146.

AKRON, OHIO Sept. 30. Rubber City Hobos First Annual Railroadiana Sale and All Gauge Flea Market. 10:00 a.m. to 5:00 p.m. Thomastown Bldg, 1280 Triplett Blvd, Akron. 85 tables, plenty parking, catered food service. Adults $1, kids under 10 free with parents. Full info send LSASE to Gene McCoy, 790 Copley Rd, Akron, OH 44320.

CONTINUING OPERATIONS

NORTH VANCOUVER, BRITISH COLUMBIA, 1979 season. Royal Hudson 4-6-4 2860 will run North Vancouver to Squamish and return over spectacular British Columbia Railway skirting Howe Sound daily except Tuesday through August 31 and Wednesday through Sunday plus Labor Day to September 16. Depart N. Vancouver 10:00 a.m. Adult fare $6.50, students with cards 12-18 and senior Citizens $5.00, and children 2-11 $3.75. Contact: British Columbia Rail, 1311 West First Street, North Vancouver, B.C., or phone 604/987-5211.

OTTAWA, ONTARIO, July-August 1979. CPR 4-6-2 1201 and excursion train will run from National Museum of Science & Technology in Ottawa to Wakefield, Que., and return each Wednesday and Saturday in July and August. (See *Markers* for tickets and schedule details.) Tickets not available by mail. Contact: National Museum of Science & Technology, Ottawa, Ontario, by phone 613/998-4566.

NORTH FREEDOM, WISCONSIN, 1979 season. Mid-Continent Railway Museum operates authentic steam powered passenger trains over scenic 9-mile Quartzite Lake Route. Active steam roster includes D&R 2-6-0 No. 9 built by Baldwin in 1884; C&NW 4-6-0 1385 from Alco in 1970; and WC&C 4-6-0 No. 1 built by Montreal in 1913. Departures 11:00 a.m., 1:00, 2:30 and 4:00 p.m. daily Memorial Day through Labor Day and weekends until mid-

"Certain to be welcomed by rail fans."*

MR. LINCOLN'S MILITARY RAILROADS
A Pictorial History of the United States Civil War Railroads, 1861-1865

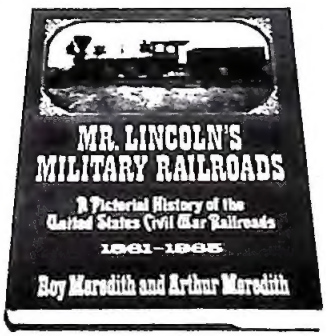
By Roy Meredith & Arthur Meredith

Illustrated with more than 200 photographs, maps, and on-the-spot drawings in a large 8½" x 11" format.

Until now, histories of the Civil War have tended to concentrate on battles over territory while ignoring the fact that this was *the first railroad war* and that many of the most important prizes were not enemy strongholds, but *railroads*. Likewise, the outcome of some of the best-known battles depended more on the men running the trains than on the generals who directed the fighting.

For the first time, this lively, informative and profusely illustrated new book tells the whole story of the decisive role of the American steam locomotive in the Civil War. From the founding of the U.S. Military Railroads to Grant ending the war on the Weldon Railroad, this is the whole exciting story of the men and machines at war.

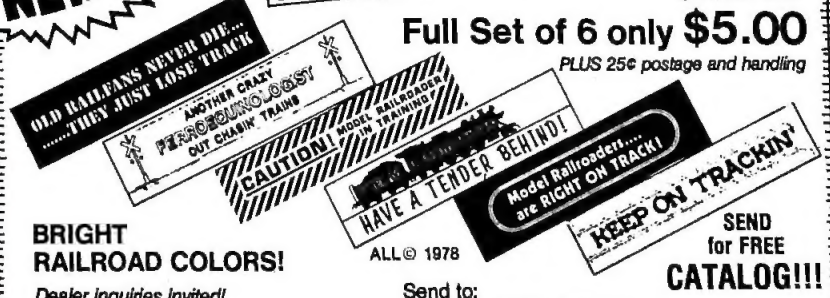
"More than just another picture book... the account of the railroaders' role brings a fresh perspective to America's bloodiest war." – **The Milwaukee Journal*


MR. LINCOLN'S MILITARY RAILROADS
A Pictorial History of the United States Civil War Railroads
1861-1865
Roy Meredith and Arthur Meredith

$18.95 at bookstores or use this handy coupon to order by mail.

W.W. NORTON & COMPANY, INC. RF9
500 Fifth Avenue, New York, New York 10036
Please send me____copy(ies) of MR. LINCOLN'S MILITARY RAILROADS at $18.95 each (publisher pays postage). If not completely satisfied I may return the book(s) within 10 days for full refund. I enclose $_____check or money order.
Name _____
Address _____
City _____
State & Zip _____

NEW!
BUMPER STICKERS
$1.00 ea.
Full Set of 6 only $5.00
PLUS 25¢ postage and handling


OLD RAILFANS NEVER DIE... THEY JUST LOSE TRACK
ANOTHER CRAZY FERROMONOLOGIST OUT CHASIN' TRAINS
CAUTION! MODEL RAILROADER IN TRAINING
HAVE A TENDER BEHIND!
Model Railroaders.... are RIGHT ON TRACK!
KEEP ON TRACKIN'

BRIGHT RAILROAD COLORS!
ALL© 1978
SEND for FREE CATALOG!!!
Dealer inquiries invited!
Check or Money Order.
Florida residents, add 4% sales tax.
Send to:
CREATIVE CALENDAR
P.O. Box 10964 / St. Petersburg, Fl. 33733

If you are a modeler, a railfan or both, here are the books and publications that you want and need to bring added enjoyment to your hobby.

As the publishers of RAILROAD MODEL CRAFTSMAN and RAILFAN & RAILROAD, we know railroading inside and out, no matter what the scale or gauge.

CARSTENS RAILROAD

MODEL RAILROAD BOOKS

DESIGN HANDBOOK FOR MODEL RAILROADS **$5.00**
Paul Mallery explains how to design your model railroad, large or small: yards, mainlines, terminals, rivers, cities, mountains. Avoid pitfalls. C31.

LIONEL STANDARD GAUGE ERA **$2.50**
Photos and text describing almost every car and locomotive made by Lionel in Standard Gauge from 1906 to 1941. One of the few thorough books printed, an invaluable reference. C13.

COMPLETE LAYOUT PLANS **$2.50**
Trackplan book for modelers who prefer sectional track for layouts in O, 027, HO, S, and N, Track plan kits, 146 plans for every budget and ambition. C17.

ROLLING STOCK PLANBOOK **$3.00**
119 different freight, passenger, and non revenue-car plans plus 86 prototype car photos. Plans are HO and O for scratch builders, kit bashers, and railfans. C9.

CIRCUS TRAINS AND MODELING **$2.00**
Must reference for anyone interested in rolling stock used by real circuses since 1900. Many photos. C29.

RMC CUTOUT BOOK **$2.00**
Economical and fun way to get buildings on your layout quickly. Diner, water tank, depots, signs, much more, in color. C2.

TRACTION PLANBOOK **$5.00**
One of the main sources of trolley and interurban plans. From horse cars to streamliners. Illus., revised and enlarged. C16.

BASSETT-LOWKE RAILWAYS **$10.00**
England's famed Bassett-Lowke Works who made trains in gauges 0, 1, 2, 3, 4, plus live steam. Hardbound, includes 13 famous B-L catalogs. 01004.

A CENTURY OF MODEL TRAINS **$45.00**
Deluxe book of European old toy trains. 450 illus., 187 in full color. Hardbound. Must for every collector. The original edition and the most beautiful toy train book ever. 20001.

FRANK HORNBY **$3.95**
The boy who made $1,000,000 with a toy. Biography of famed pioneer toy train maker of Hornby, Meccano. Hardbound reprint of the rare 1915 original. A must for toy train collectors. 20002.

ELECTRICAL HANDBOOK FOR MODEL RAILROADS, VOL. I **$4.00**
Everything you need to know about the basics of electricity as applied to operating and wiring a model railroad. The most valuable work on the subject in print—anyone can understand it. C21.

ELECTRICAL HANDBOOK FOR MODEL RAILROADS, VOL. II **$4.00**
Advanc[ed] **TEMPORARILY OUT OF STOCK** easily understoc[d] [who] wants to make his model r[ailro]ad operate better. C26.

POSTERS

MELVIN POSTER **$2.00**
Increase passenger service on your railroad with our Melvin poster—the prototypical engineer, and our answer to the airlines' stews. Big 17x22". 0801.

VOTE FOR COL. CARSTENS **$2.00**
The ultimate poster! Here's the great railroad builder in full regalia exhorting the faithful to lay more track and bring back steam. 00803.

RAMSEY IN 1906 **$2.00**
Handsome full color Don Wallworth painting showing the Erie RR running past the depot and the old Journal Building. Reproduced 17"x22" suitable for framing. 00802.

RECORDS

THIS TRAIN IS BOUND FOR GLORY **LP $5.98**
Dan Igor Glen sings railroad songs mixed with railroad sounds. 12" lp at $5.98

RAILROAD BOOKS

RMC/RAILFAN ATLAS, 1978 ed. **$5.98**
Here's the latest Rand McNally Atlas with all Conrail & Amtrak routes, abandonments. Each state & Canada, complete. C15.

NYO&W 1898 EMPLOYEE TIMETABLE **$2.00**
Reproduction of 1989 employee timetable, with Chicago trains, milk and freight trains. Ideal for framing. Cream colored. C10.

INTERURBAN INTERLUDE: NJRT **$9.95**
E.J. Quinby's delightful coverage of the one time North Jersey Rapid Transit. Reads like fiction, but its true! Hardbound, great reading. 01002.

WILKES-BARRE & HAZLETON RY **$3.95**
The roller coaster interurban of Pennsylvania's anthracite belt comes alive in a book by motorman Quinby. Softbound. C25.

BINDERS

MAGAZINE BINDERS **$5.95 + .75 post ($1.25 post. outside USA)**
Durable vinyl binders for RMC, CC, FM, and Railfan. Gold stamped, each holds 12 issues. Specify magazine.

RAILROAD PLANS

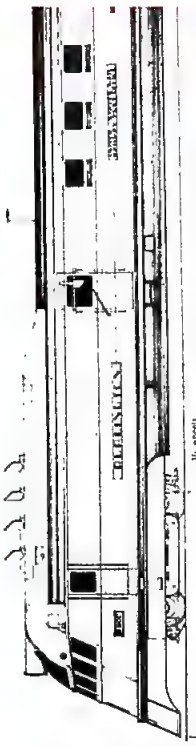
PASSENGER CARS

SANTA FE LIGHTWEIGHTS **$2.50**
By George Trager. (A) 73' Budd 1942 fluted Baggage Car series 3432, RMC 8-69, (B) 85' Duplex Roomette P/S fluted. Plan 4100B, RMC 3-70; (C) 85' Super Chief Sleeper-Observation P/S plan 4115 fluted, RMC 4-69 O Scale. CR-3.

Please note our new line of quality soft bound railroad books. If hardbound, these fine books which deserve to be printed would be priced too high for many.

By keeping the cost down and the quality up, we can bring you books on a variety of subjects you have told us you want in print. Watch for new releases.

BOOKS & PUBLICATIONS



UNION PACIFIC LIGHTWEIGHTS **$2.50**
By George Trager. (A) 74' Postal-Storage Series 5711 ACF 1957, RMC 7-69, (B) 85' Chair Car plan 7471 P/S 1941 Series 5339, RMC 9-70, (C) 85' Club-Lounge ACF 1949 UP series 6200 also C&NW series 7900, RMC 7-70. CR-4.

SOUTHERN PACIFIC SUNSET LIMITED LIGHTWEIGHTS **$2.50**
By George Trager, (A) 85' fluted Budd 1950 Diner series 10210, RMC 4-69, 85' fluted Budd 1950 Lounge Car series 2987, RMC 3-69, 85' fluted Budd 1950 Coffee Shop Lounge series 10407, RMC 3-69. CR-5.

MILWAUKEE ROAD SKYTOP OBSERVATION CARS **$2.50**
By George Trager, (A) Parlor-Observation series 186 P/S 1948 Hiawatha, (B) Sleeper-Observation Creek series P/S 1948. RMC 11-71. Plan includes Canadian National underbody revision CN 1900 series ex Creek series. CR-6.

STRUCTURES

CURVED WOOD TRESTLE **$3.50**
500', full size HO bents plus half size side diagram. Canadian National. RMC 1-66. CR-1.

ARTICULATED TRAINS

BURLINGTON PIONEER ZEPHYR **$2.50**
By Marshall Thayer. RMC 2-71, 3-71 Original 1934 three car Budd train plus Coach 500 added 1935. CR-2.

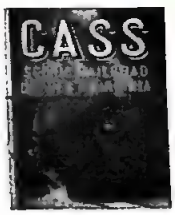
NEW BOOKS

COLORADO MEMORIES OF THE NARROW GAUGE CIRCLE **$12.00**
By John Krause and Ross Grenard, featuring previously unpublished photos by Krause, Hastings, and others. Colorado's NARROW GAUGE CIRCLE is depicted in its last 20 years with emphasis on passenger trains like the *SHAVANO*, the *SAN JAUN*, and the RGS Galloping Goose before the tourists invaded. The famous Rocky Mountain Railroad Club trips are also depicted as well as freights, mixed and even the final scrapping operations. 130 11"x8½" pages. Softbound, color cover. C35.

LONG ISLAND RAILROAD **$8.95**
By Fred Kramer and John Krause. Let John Krause show you a "different" Long Island Railroad: East of Jamaica in the 1940's and 1950's, it was a railroad of peddler freights, unexpected sights and commuter trains with G5's, K4's, and FM's. And it's all yours in one great book. 96 8½" x 11" pages, printed on heavy coated slick paper, softbound. C34.

THE FINAL YEARS: NYO&W **$8.95**
By John Krause and Ed Crist. 200 photos plus maps and other illustrations provide a remarkable view of the New York, Ontario & Western's final steam days and the decade of diesel operation. With FT units in passenger service, with diesels and big and small steam in the picturesque hills of New York and Pennsylvania, you'll know why the O&W was a railfan favorite. Softbound, 98 8½x11" pages, printed on heavy coated slick paper stock. C32.

CASS SCENIC RAILWAY **$3.00**
By Frederick Kramer and John Krause. How western Virginia's biggest logging rail operation became one of America's most distinctive and authentic tourist railroads with geared engines climbing incredible grades. This book shows Cass in the days of Mower Lumber and as it is today. Photos show the equipment and right of way. Softbound, 40 8½x11" pages, printed on heavy coated matte finish stock. C33.



THE OVERLAND ROUTE: (Due soon)
STEAM POWER ON THE UNION PACIFIC
Krause, Crist and Grenard pictorial monograph on UP power in the last great days of steam. Great photos by Collins, Kindig, Grenard and Krause summon up the best of UP steam from switchers to Big Boys—and even some of the early custom built EMD E's, turbines, early Alcos and FM's. A truly impressive photographic tour de force, 11" X 8½", 84 pages, softbound. C36.

SUSQUEHANNA RAILROAD (coming)
Krause & Crist monograph of the plucky New York, Susquehanna & Western, from 1945 thru today: steam, diesel, railcars, Wilkes-Barre & Eastern, ACF and Budd cars, Alco diesels in their several paint schemes.

WESTERN MARYLAND (coming)
Krause & Grenard. Railroad monograph of the WM Appalacian portion. Last days of steam and early diesels. Follow the fire ball through the Alleghenys in it's golden age.

CARSTENS

Carstens Publications, Inc.
Reader Service Dept. 4823
P.O. Box 700
Newton, New Jersey 07860

Instructions: Write the quantity, stock number, title and price of the publications you wish below. The stock number, if any, appears at the end of the description, i.e., the Traction Planbook is number C16. N.J. residents add 5% sales tax below the subtotal. All publications are shipped to you postpaid except binders and back issues which require extra postage charges. Refer to the postage required in the description and enter it below the sales tax.

Quan.	Stock Number	Title	Price
		Sub Total	
		N.J. Sales Tax (if applicable)	
		Postage (if any)	
		TOTAL	

I enclose a total of $_____ in check or money order.

Name _____

Address _____

City _____ State _____ Zip _____

[please type or print legibly]

NEW HAVEN RAILROAD HISTORICAL AND TECHNICAL ASSOCIATION, INC.

1980 NEW HAVEN CALENDAR

FULL COLOR COVERS
STEAM—DIESEL—ELECTRICS

SEE YOUR LOCAL HOBBY SHOP
OR ORDER DIRECT FROM:

Make checks payable to "Treasurer, NHRHTA, Inc." and send to:

Oscar Jensen/Treasurer NHRHTA
P.O Box 256 Mansfield Center, CT. 06250

Price $3.75 plus $.50 postage & handling

MEMBERSHIP: Membership in the NHRHTA entitles you to our quarterly Shore Liner and data sheets (20-40 per year) included with membership are 8 newsletters per year. Membership dues are $9.50 initial year (U.S. and Canada) $8.00 thereafter. Foreign postage $2.00 additional.

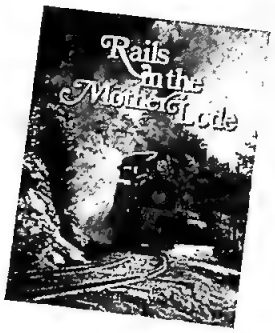
Gas shortage getting to you?
Can't make it to New England?
Get there on the New England States Limited,
New England's own quarterly railroad magazine.

The NEW ENGLAND STATES Limited

$9.00 for 4 issues in the U. S. and Canada.
$14.00 elsewhere, or via first class mail.
Dealer inquiries invited.

New England Rail Service
P.O. Box #701
Keene, N.H. 03431

Rails in the Mother Lode



presents the colorful history of the rail lines which made up the California Mother Lode system. This volume is complete with maps, equipment rosters, nostalgic railroadiana and nearly 400 historic photographs. More than 200 pages, large 8½" x 11" format, hard bound with a full color dust jacket.

$16.95
Calif. residents add 6%

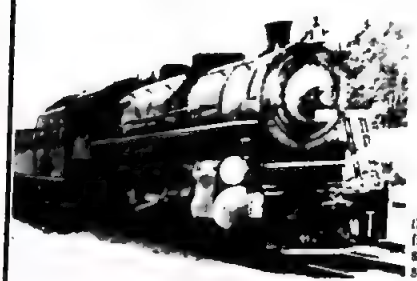
At your book or hobby dealer or write direct.

darwin publications
850 N. Hollywood Way • Burbank, California 91505

THAT AMAZING 610

Ex Texas & Pacific 2-10-4 type locomotive No. 610 on three different Southern Railway fan trips. Cincinnati, Ohio to Danville, Ky. in 1977. Lexington, Ky. to Danville, Ky. and Huntingburg, Ind. to New Albany, Ind. in 1978. A choice selection of scenes ranging from roaring by at speed to starting up Erlanger hill at Ludlow, Ky. IN SYNCHRONIZED SOUND with the picture and color quality you expect from STARLAKE FILMS

No. 809...Super 8 Color & Mag. sound.....204 ft..$40.75
No. 1609..16mm Color & optical sound.....364ft..$70.00



THERE WAS STEAM IN '77
PART TWO

The first half of this film features the CHESSIE STEAM SPECIAL as it roars across southern Michigan and northern Indiana, in the rain and sun. The second half is of SOUTHERN 4501 on a run from New Albany to Huntingburg, Indiana. Scenes of starting, stopping, run-pasts, and two minutes of pacing from 60 to 60 m.p.h. IN SYNCHRONIZED SOUND you have to see to fully appreciate the 4501.

No..808 Super 8 sound & color.....203 ft. .$40.75
No..1608..16mm sound and color.....362 ft..$70.00

(Note) Because of an increase in laboratory charges the prices of our films are now—
$40.75 for any super 8 color and sound film
$70.00 for any 16mm color - optical sound film.

All Films Postpaid In The U.S. Indiana Residents Add 4% Tax

STARLAKE FILMS
P.O. Box 306
Knox, IN 46534

October. Displays include depot, equipment and railroadiana; picnic grounds and cafe available. Contact: Mid-Continent Railway Museum, P.O. Box 55, Dept. R&R, North Freedom, WI 53951; 608/522-4261.

EAST TROY, WISCONSIN, 1979 season. The East Troy Trolley Museum will operate every Saturday and Sunday through October 28 with the nation's longest museum trolley ride; streetcars or interurbans depart approximately every half hour for the ten-mile trek on former TMER&L line between East Troy and Mukwonago. North Shore interurbans are regular equipment. The line is 33 miles west of Milwaukee and 75 miles northwest of Chicago. For a brochure, write: East Troy Museum, P.O. Box 726, East Troy, WI 53120, or call 414/642-3833; Milwaukee agent is 414/332-7728.

GETTYSBURG, PENNSYLVANIA, 1979 season. The Gettysburg Railroad operates steam excursions from Gettysburg to Biglerville (16-mile round trip) behind ex-Mississippian or Huntington & Broad Top Mountain 2-8-0's daily in July and August and weekends through October (two or three afternoon runs, contact railroad for specific schedules). Fares: $2.75, children under 12 $1.50. Special Runs to Mt. Holly Springs (50-mile round trip) on Sept. 8, October 6, 14 and 20; fare $7.50, children $4.95 (by reservations only). Contact: Gettysburg Railroad, North Washington St., P.O. Box 631, Gettysburg, PA 17325; 717/334-6932.

FRENCH LICK, INDIANA, 1979 season. The French Lick, West Baden & Southern Railway makes two-hour 18-mile round trips between French Lick and Cuzco with ex-Mobile & Gulf 2-6-0 97 of Fridays, Saturdays, Sundays and holidays through November 25. Trains depart old Monon depot at French Lick at 10:00, 1:00 and 4:00 (Eastern Time, no 10:00 train on Fridays). Timetable and membership information available from: Indiana Railway Museum, P.O. Box 150, French Lick, IN 47432.

ORGANIZATIONAL NOTICES

ERIE RAILFAN SOCIETY will hold its annual meeting in Scranton, Pa., on August 10-12. Activities and banquet for members and guests only. For membership information, contact: Larry DeYoung, Membership Chairman, Erie Railfan Society, 337 S. Devon Ave., Wayne, PA 19087.

CANADIAN ARMED FORCES: A railfan modeler group is being formed to exchange information and ideas. If you are a service member, get in touch by sending SSAE to: Canadian Forces Railfan Modeler Group, c/o Slim, 408 Squadron, Lancaster Park, Alberta T0A 2H0.

LOST: Railroads, Builders and Models

FOUND: THE FIRST SECTION

THE FIRST SECTION
from PORRECA AND ASSOCIATES is a comprehensive catalog listing 15,000 35mm locomotive slides from 750 RR's and industries

THE FIRST SECTION
brings together the talents of over 50 contributing photographers who have found and preserved on film, many of the locomotives lost to mergers repaints resales and scrapyards. In addition to these lost locomotives you will find existing motive power of class 1 Railroads from North America Australia and New Zealand along with those of hundreds of short lines and hard to find industrials

THE FIRST SECTION
combines all of our previous catalogs plus 3,000 new slides. It contains the usual road number model and paint scheme data plus a new feature the slide's date and location. With all this information you'll find it handy for reference

THE FIRST SECTION
(and sample slide) can be found by you for just $3 with $1 credit on your first order. Publication date is August 1979

ORDER YOURS NOW FROM
PORRECA AND ASSOCIATES
P.O. BOX 22 Boulder, CO 80306
Master Charge and Visa Welcome

Railroadiana

Railroad Antiques & Artifacts
Choice things from America's leading mail order specialist in diverse non-paper RR collector's items. Museum quality (Smithsonian a regular customer), satisfaction guaranteed. Send $1. for current lists.
Scott Arden - 20457 Hwy 126
Noti, OR 97461 (503/935-1503)

PLANNING A TRIP?
HOW ABOUT CHICAGO?
The Railroad Capitol of The Nation!
Plan that trip right with the Train Watcher's Guide to Chicago. All the information needed to make the most of your trip. Can't be beat! Ask the fan who has one.
The complete Guide to the Chicago railscene. 192 pages of information; 178 photos.
Guide $4.50 pp..... Three color map $2.00 pp.
Together $6.00 ***ORDER NOW!*** (Illinois residents add 5% sales tax)
JOHN SZWAJKART P.O. Box 163 Brookfield, Ill. 60513

5 CHIME ALUMINUM STEAM WHISTLE
097-1500 ..... $19.95
10" long
TRACTION WHISTLE
097-1502 ..... $6.95
WHISTLE HOLSTER
097-1501 ..... $2.50
Operated by lung power or air compressor
At your Hobby Shop or Rail Museum or order Direct
STEPHEN A. MINTZ CO.
705 Scottsdale Road
Westminster, Md. 21157

Product News

In one of his biggest efforts to date, Robert P. Olmsted expects to have available in August his *Prairie Rails,* a contemporary photo study of the Chicago & North Western. The 168-page hardcover covers all aspects of the sprawling C&NW, and the cover features a Howard Fogg rendering of six-motor Alcos in the Dakotas. It looks like a good one for $20.95 from *McMillan Publications,* 3208 Halsey Drive, Woodridge, IL 60515.

Alco Historic Photos, P.O. Box 655, Schenectady, NY 12301, has out the second, revised edition of the Alco builder's photo catalog. It lists over 5600 loco photos which are available as well as many Alco specialty non-rail items. Color transparencies are also in the catalog. The 150-page softcover sells for $4.00.

Custom Steam Productions Limited, 146-12 33rd Ave., Flushing, NY 11354, has three new and timely tape recordings: *Extra 2839 South,* 30 minutes on and around SR's Royal Hudson ($4.35 cassette and $9.95 reel), *Canadian Steam!* with almost all the contemporary Canadians at home and in the States (one hour cassette $7.35, 8-track $7.95 and reel $11.95) and *SR Showcase* with 610, 2839, 722 and *Crescent* E8's (same prices as *Canadian Steam!*). All prices are postpaid.

Please mention RAILFAN & RAILROAD when writing to advertisers or for items listed in this column.

John Terry Studio, 8 McNab Ave., Cedar Knolls, NJ 07927, has a new exclusive design railroad necktie featuring *The General* with gold, silver and red on brown. Also available as a women's scarf, either is $9.50 postpaid. Nice his-'n-hers gifts.

Railroads of North America, compiled by Joseph Gross, is a complete listing of all known railroads, with approximately 10,000 listed and cross-referenced. The 174-page unbound volume sells for $11.50 from *Joseph Gross,* 2416 Spencerport Road, Spencerport, NY 14559. He also has *Trolley and Interurban Lines of the United States and Canada* listing over 4000 lines for $5.00 postpaid.

Hoover Manufacturing, Co., Dept. RF, 120B Fruit Street, Peru, IL 61354, has an extensive line of railroad jewelry including tie bars, tie tacks and earrings. Their new fully illustrated catalog is 25¢.

Announcing a New Official Guide Reprint: The Year of America's Greatest Railway Mileage

JUNE 1916 OFFICIAL GUIDE OF THE RAILWAYS

THE ORIGINAL ISSUE was 1,640 pages long, incorporating railroad and steamship listings. This GUIDE reflects the prosperity of the railroads at the time and their pre-war extravagance. Many railroads carried their own station indices. Graphic decorations adorn many listings, which were oriented toward selling rail travel. (Just a few years later the government, then controlling the railroads, required them to remove these indices, eliminate "puffing advertising," and drop unnecessary ornamentation to save paper.) Railroads were slow to replace it after the war, thus the 1916 issue represents a pre-World War I highpoint in timetable-making and the advertising man's art. June was also the month that the railroad plant, measured by its mileage, reached a peak that it would never again attain. The contents of the GUIDE, described in a contemporary advertisement, included:

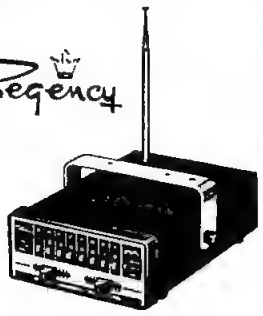
> "The latest official time-tables of all Railways and Steam Navigation Lines on the entire North American Continent. Names of Officials of all railways of the United States, Canada, Mexico, Porto Rico, Cuba and Central America. List of Railway Stations showing the Road on which each is located. There are about 90,000 such Stations, and additions are constantly being made. List of Landings by Steam Navigation Lines, showing the Lines touching at each point. Maps of Railway Systems and a [32-page] General Railway Map of the United States, Canada, Mexico, Porto Rico, Cuba and Central America. Standard Time Map showing dividing points. Notes on improvements and extensions of Old and Opening of New Roads. Changes in the Personnel of Railroad Officials Throughout the Country. The routing of practically all inter-line passenger and freight traffic by rail or water, is based on the information contained in THE OFFICIAL GUIDE, all of which is revised and corrected each month."

THE REPRINT will be in 6-7/8" x 10" format, softbound. The book will be printed on a good quality stock, so even collectors who have original copies printed on the fragile paper of the period will want reprints to use regularly.

THE PRINTING WILL BE LIMITED and the reprint will be available only by mail from us. Orders will be fulfilled around October 1, 1979.

TO RESERVE A COPY send a check or money order for $27.50 to OFFICIAL GUIDE REPRINTS, 424 West 33rd Street, New York, NY 10001 (New York State residents add sales tax). After October 1, 1979, the price will be $30.00 per copy.

Regency



RAILROAD SCANNERS

10 CHANNEL TRI BAND
with 10 Crystals. Model ACTRI06
.....$179.95 ..... Now $159.95

8 CHANNEL SINGLE BAND
with 8 crystals. Best for railfans.
Model M8H 139.95

TOUCH TRI BAND—16 Channels
Programable. No Crystals 299.00

MODEL K-100 TRI BAND
10 Channels, programmable ... 269.00
Separate Crystals, ea. 5.95
Research for your area 2.00
Add shipping charges:
Radios .....$1.50 Crystals, ea. ... .15

TRAIN FREQS!

4 CRYSTALS
RUBBER ANTENNA
NI-CAD BATTERIES
RECHARGER
AC ADAPTOR
$179.95

FANON pocket scanner offers the ultimate in portability and reception sensitivity. Small enough for most pockets with a range up to 25 miles. BE ON THE SCENE. Hear the wreck crews. Don't guess any more where the trains are or when's the steamer comin'? We ship you a COMPLETE railroad radio. Ready to use on 110VAC or recharge able Ni-Cad batteries. The flexible antennas allow you freedom of movement. Tell us what railroads are near you and we'll do the rest.

VHF HI/LO
$189.95
UHF VHF

UPS VISA master charge

FAST PHONE ORDER SERVICE
PRO CUSTOM HOBBIES
742 Frederick Road
Cartonsville, MD 21228
PHONE
301/788-8770

Railfanning is:

Not being surprised at seeing a Canadian Pacific Royal Hudson steaming through Alabama. ⊂

The first 1980 calendar of the season has arrived from *Audio-Visual Designs,* P.O. Box 24, Earlton, NY 12058. The full-color appointment wall calendar features 13 steam and diesel scenes including SP narrow gauge, UP, SR, NKP, BCR and Great Western steam and B&M, WM, PRR, LIRR, Amtrak, Conrail and WA&G diesels. Very nice color reproduction for $3.95. Include 50¢ for shipping.

Centennial Publications notifies us that *Stairway to the Stars,* about Colorado's Argentine Central, has sold out its first printing and will probably be reprinted in about a year.

The Mailbox, P.O. Box 400, Round Lake, NY 12151, has a limited quantity of the original Alco Locomotive Series reproductions of Howard Fogg paintings. Prices vary depending on size and supply but range from $2.00 to $25, with most of the popular ones at $7.50 or $12.50.

MSgt. Robert C. Del Grosso, US Army Readiness Group, Bldg. 54, Fort Snelling, St. Paul, MN 55111, has prepared *The Railfan's Official Locomotive Tally Book,* a 3⅜" x 5" softcover pocket notebook with numbered columns for quick recording of locomotives observed or photographed. It would be especially handy for anyone trying to cover every locomotive of a particular railroad. It sells for $1.75 or two for $3.25.

Book reviews

Fogg and Steam, by Frank Clodfelter, published by Pruett Publishing Co., 3235 Prairie Ave., Boulder, CO 80301. Hardcover, 154 14" x 11" pages, $75.00.

There's no denying that price tag has made this one of the most talked-about rail books in many years—and that's unfortunate be-

Illustrated Catalog $2.00
RR LAMPS, ARTIFACTS & GRAPHICS
(Catalog price refunded on first order)
Largest Selection of RR Lamps
Kerosene and/or Electric
IRON HORSE SHORT LINE
10501 Taconic Terrace
Cincinnati, Ohio 45215

RAILFAN'S GUIDE to NEW ENGLAND
2ND EDITION
..Class I's, shortlines, industrial and tourist lines.
..Rosters, freight schedules and symbols.
..Engine terminals and photo spots.
..50 pages, photos, maps and more.
$4.95 POSTPAID
Jack Armstrong
4 Fisk St.
Adams, MA 01220

SOFTCOVER BOOK SAVINGS

Western Maryland Diesels	9.95
Erie Lackawanna	5.75
Amtrak Heritage	4.00
Handsomest Trains	9.95
The New Haven A Fond Look	9.00
Short Line Guide	9.95
Grand Trunk Heritage	3.50
New York Central Diesels	12.75
Narrow Gauge Circle	10.50
Cass Scenic Railroad	2.60
Long Island Railroad	7.50
The Remarkable GG-1	4.20
Power on the Jersey Central	4.20
Southern Railway Panorama	3.50
Lackawanna Heritage	3.45
B&O Heritage	3.50
The "DO" Lines	6.75
A Decade of D&H	5.95
The Final Years of the NYO&W	6.75

Book Shipping 50¢ up to $10.00 order, $1.00 on orders over $10

SUMMER SLIDE SALE
$1.35 PER SET
Five 35mm slides per set

Alco PA's West	Western Maryland	Gulf, Mobile & Ohio
Alco FA's	Canadian National	Santa Fe
Alco Centurys BB	EMD F Units	Southern Pacific
Alco RS-1s & RS-2s	Rio Grande	Lehigh Valley
Alco RS-3s	Delaware & Hudson	Reading

The Rail Image
P.O. Box 289 Denville, NJ 07834
$1.00 will bring full catalog & two sample slides

COMING SOON!
CHICAGO NORTH WESTERN RAILWAY
PRAIRIE RAILS
EMPLOYEE NORTH WESTERN OWNER
By **ROBERT P. OLMSTED**
Features over 250 previously unpublished photos of Alco road switchers on the Dakota prairies, covered wagons in Iowa, matched high-nose Alco Centuries in Wisconsin, Baby Trainmasters in Upper Michigan ore country, snowplows, late model EMD's on pig and coal trains, Geeps on grassy branch lines, Falcons, and much, much more. All sections of the contemporary North Western are covered in this 168-page, 8½ x 11, hard cover volume with full color Fogg dust jacket. $20.95.
Order from:
RESERVE YOUR COPY TODAY!
Publication Expected in August, 1979
Illinois residents add 5% tax
McMILLAN PUBLICATIONS
3208 Halsey Drive
Woodridge, Illinois 60515

cause this is such a significant book from the standpoint of content, and the discussions seldom progress beyond the topic of price. In terms of value for the money, this book can be justified on the 28 full-color reproductions of the Howard Fogg paintings alone (less than $3.00 a painting, which isn't bad considering that individual prints have sold for $5.00 each in the past). Add to this Fogg's own narrative about each individual painting plus a photo-illustrated discussion of each railroad or locomotive, and you've got quite a treasure of material between the covers.

The book is rather neatly organized with each "chapter" consisting of the opening painting and a facing page of Fogg's commentary on the painting and the subject, followed by a page of text about the railroad or locomotive and two pages of black & white photos—generally action shots—of related material. While much of the text is the work of Author Clodfelter, many of the chapters were written by "local" experts such as Dick Kindig on the Colorado Midland, Omer Lavallee on the Canadian Pacific, J. Norman Lowe on the Canadian National and Jim Scribbins on the Milwaukee, to name a few. Much of the text in both the chapters and various "introductory" segments is very folksy and laced with personal experiences, anecdotes and observations, but the authors know railroading and we could find little fault with the technical aspects of the narrations. This should come as no surprise to anyone considering Fogg's reputation for authenticity and Author Clodfelter's lifelong experience as a locomotive engineer and camera-toting railfan.

The photo reproduction and overall presentation of this book is quite good, and the color on our sample was excellent. The paintings selected for inclusion represent a good geographic balance and cover the full range of Fogg's workmanship—the paintings are all dated, something which helps in understanding the technique variations in the artist's work. Fogg's work is of very high caliber, but there is evident a wide range of approach and execution to the paintings. Some, like the Rock Island 4-8-4 in the wheat fields, are "loose" and elegant water colors, while others are "tight" razor sharp illustrations. As usual with his work, Fogg enhances his trains with rich, varied and interesting backgrounds, autumn foliage and beautiful skyscapes. Interestingly, he likes to work with overcast skies and rainy weather—who else but Fogg would portray California's most famous train, the *Daylight*, overlooking a rainy twilight ocean? And his awesome race between the *Broadway* and *Century* out of Englewood into the teeth of a Lake Michigan blizzard has to be one of the finest he's ever done. You'll find main line, short line and narrow gauge represented—even one locomotive that "never was", a Santa Fe 4-6-6-4—and the countryside is often as important as the trains.

I visited Fogg a few years ago while he was nearing completion on the CPR Selkirk on the famous S-curve along the Bow River, and he was working from a number of photo-

norry

New Arrivals...

America's Colorful RRs
Over 280 full color photos of steam & diesels in the 40's & 50's. $29.98

American RR Passenger Car 700 pp history of the passenger car from early time to today. $45.00

Two Feet Between the Rails
Story of Sandy River & Rangeley Lakes Rwy. 416pp, 500 illustrations. $35.00

The Circus Moves by Rail
350pp on Circus RR History $35.00

American Diesel Locomotive Pictorial History $17.50

$1 for catalog
norry distributors
Dept R 47
600-G Morse Avenue
Schaumburg IL 60193

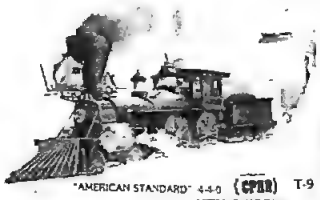
CHICAGO BOUND?

ALL CLASS ONE RR'S COVERED, HI HOOD ALCO'S
The only F40C'S; Bicentennials; Rail to Water Transfer DRS4-4-1500'S.
Over 23 RR'S & Industrials in 10 Hours
Tour Follows Sun for Correctly Lighted Pictures. DETAILS:

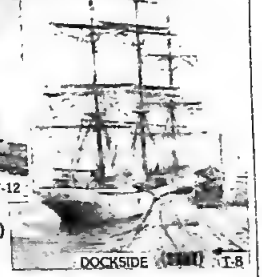
— BIG "R" S RAILFAN TOURS —

C/O LAKE BLUFF RAILWAY & NAVIGATION COMPANY
32 CENTER AVENUE,
LAKE BLUFF, ILLINOIS 60044
312/234-0842

FULL COLOR TRAIN PRINTS
DIRECT FROM ARTIST Wm FARNSWORTH
16"X 20" ON HEAVY CANVAS TEXTURED STOCK
EACH INDIVIDUALLY SIGNED


"AMERICAN STANDARD" 4-4-0 (CPRR) T-9

"SLIM PRINCESS" 4-6-0 (SP) T-12


DOCKSIDE (SP) T-8

"THE LOGGER" (WEST SIDE LUMBER) T-10

"COAST DAYLIGHT" 4-8-4 (SP) T-11

(MONEY ORDER OR CHECK ONLY) TO
TOM FARNSWORTH
6850 EL COLEGIO ROAD
GOLETA, CA 93017

$6.50 ADD .50 POSTAGE
5 FOR $29.50 POSTPAID

#	QTY	NAME
T8		ADDRESS
T9		CITY STATE ZIP
T10		
T11		
T12		

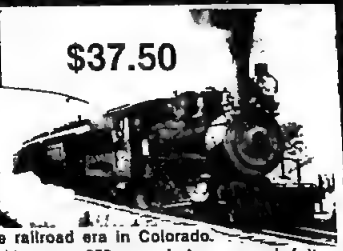
spin-off a division of Farnsworth Family Enterprises

***** LIMITED EDITION OFFERINGS *****

Numbered and Autographed by the Author, Forest Crossen

2nd Printing

THE Switzerland Trail of AMERICA $37.50



True stories about the famous narrow gauge railroad era in Colorado. Hard bound, full-color cover; over 400 8½ x 11 pages; 350 rare photos; several full page color reproductions and maps—all of historic interest. A rare book collectors are proud to own. PRICE: $37.50 plus $1 postage/hndlg.

WESTERN YESTERDAYS $35.95

This collectors set of 12 books with special case is numbered and signed by the author, Forest Crossen. Over 1000 pages of colorful true Western and Railroad Stories with rare photos told by the pioneers to the author many years ago. PRICE: $35.95 plus $1.50 postage/hndlg.

FOGG and WARD REPRINTS $24.95

Famous railroad illustrations now available in a pre-numbered, limited set of 4 framable reproductions from the well known "Switzerland Trail of America" narrow gauge railroad book. These beautiful illustrations in full color, reproduced in 8½ x 11 framable size, capture the excitement and glamour of four seasons of mountain railroad trains and color scenes in vivid detail. LIMITED SET OF 4: $24.95 plus $1 postage/hndlg.

Colorado residents add 3% sales tax. Phone orders 303 482-5393 with Visa or M/C numbers. Or, mail purchase order, check, Visa or M/C numbers to:

ROBINSON PRESS, 1137 Riverside, Ft. Collins, CO 80524

TROLLEY TALK

Bimonthly $4.00/year
Ask for publications list.
59 Euclid, Box F
Wyoming, OH 45215

WHISTLE STOP MUGS

Quality ceramic mugs with full color prototype heralds permanently fired on.

FOR YOUR COLLECTION:

NYNH&H • GN • L&NE • ROCK • CNW RWY
CNW (EM.OW) • B&O • PRR • UP • BN
WM • SOUTHERN • L&HR* • NYC • CNJ*
FAMILY LINES • MILW • LACKAWANNA
SANTA FE • ERIE • PC* • D&H • WP
ICG • RIO GRANDE • ERIE WEST • LV*
CHESSIE • BURLINGTON • EL* • RDG*

SEE YOUR DEALER OR ORDER DIRECT
Please add 50¢ postage per order
N.J. Residents add 5% sales tax.
Catalog of specialty items—25¢.
VISA and MASTERCHARGE accepted.
Include all info on credit card. ($10 min.)

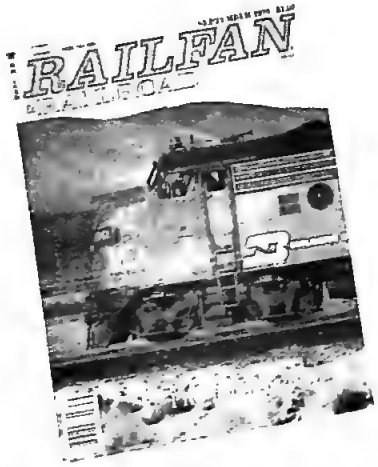
*Available in "Fallen Flags of Conrail"
Set of 6 Mugs — $24.95

$4.95 Each
(3 or more—10% discount)

CM SHOPS
Box 49
Newfoundland
New Jersey 07435

HERE'S GREAT NEWS!!!

It's the new *colorful* RAILFAN & RAILROAD Magazine.



In 1974 RAILFAN started a fine new tradition of informative, highly accurate, upbeat railfanning features — past and present; steam, diesel and traction.

In 1906 RAILROAD Magazine started the oldest continuous tradition in the railfan press; one that has been known and loved for decades.

Now, in 1979 we bring you RAILFAN & RAILROAD, tastefully combining the best of both, and ***featuring new full color coverage inside the magazine!***

Readers of RAILFAN & RAILROAD will find the things they liked best in both publications carefully continued in this new format.

Subscribe now to avoid missing what's coming up.

Carstens Publications, Inc. Dept. 2811
PO Box 700
Newton, NJ 07860

Yes, I want to be a subscriber to the new RAILFAN & RAILROAD magazine. I enclose $_____ in check or money order. Please enter my subscription as indicated below:

☐ 1 Year, $6.00 ☐ 2 Years, $11.00
☐ This is a new subscription ☐ This is a renewal of RAILROAD magazine
☐ This is a renewal of RAILFAN ☐ This is a renewal of both RAILROAD and RAILFAN
☐ Begin my subscription with the next issue
☐ Begin my subscription with the premier issue (may, '79)

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

Order Form, Please print or type legibly

graphs to get the distinctive mountain range background just right. "I tried to approximate the background at first," he confessed, "but then realized the scene was so famous that I'd have to put as much detail into the correct mountains as I'd use on the train. Of course, I was able to 'remove' the pole line that always frustrates photographers trying to get this scene."

Fogg and Steam, that's a good combination any time, and this book will go down as one of the all-time classics—J.B.

The New Haven Railroad, A Fond Look Back, by Andrew J. Pavlucik, published by Pershing Press, P.O. Box 1743, New Haven, CT 06507. 112 11"x8½" pages, softcover, $10.95.

The New York, New Haven & Hartford Railroad, in economic trouble through most of its life, ceased to exist in 1968, when by court order it was included in the goliath Penn Central. Very little, if anything, has been published about the New Haven R.R. with the railfan in mind. While Mr. Pavlucik's book, which is concerned only with the period from the mid 1920's to the late 1940's, goes a long way to ameliorate this situation, it is by no means a dry historic tome. Rather than dealing with the corporate financial and business history, this book deals specifically with the railroad operations in terms of its employees, equipment and operations, with special emphasis given to the New Haven's freight operations.

This is not simply another "picture" book. Far from it. The author is to be commended for his enjoyable and lively text, whose form can best be described as "living history". Related are operational incidents and experiences of crews and employees, making the long vanished New Haven seem like a living, breathing entity. While most of the road's locomotive classes (steam, diesel and electric) of the period are covered pictorially, no effort has been made to make this a "locomotive" book. Rather, the author has presented the intangible corporate soul in a most enjoyable literary and pictorial form.

The New Haven Railroad, A Fond Look Back is a professionally packaged presentation. Photo reproduction and layout is extremely well done. The use of various New Haven advertisements and literature reproduced throughout the book blend well with the text and were obviously not added as an afterthought as they appear to be in so many books. The back cover is a reproduction of a 1945 company map showing all lines operated by the New Haven. In light of the human interest aspect of much of the text, this is most appropriate, since it aids in understanding the operations discussed.

While a book of this nature is extremely subjective and greatly influenced by the author's own prejudices, few readers will feel that Mr. Pavlucik is overbearing or unreasonable in the praise that he pays New Haven employees and equipment (although New York Central fans will definitely not appreciate his snide comment about NYC Hudsons getting a helper up West Albany hill). I hope that other authors will consider this approach to discussing their favorite railroads, rather than continuing to crank out an endless collection of locomotive picture books—MAX S. ROBIN.

In Search of Steam

BY MIKE EAGLESON

European Steam

The steam situation in Europe has changed as drastically during the 1970's, as it did in the 1950's in North America. A hint of regular service operations remains in Western Europe in addition to numerous preserved lines, but today, Eastern Europe is where you'll find the largest concentration on the continent.

England

A seemingly endless list of preserved locomotives, tourist operations and main line fantrips would require the space of a feature story to adequately cover. Several lengthy books are available similar to our annual *Steam Passenger Directory*. Regular service colliery lines operated by the National Coal Board at several locations in Wales and Scotland use small tank locomotives daily and as diesel replacements.

France

A steady growth of tourist roads abound, including a metre gauge line at Vivarais which operates an 0-6-6-0T Mallet. A few times a year a Baldwin-built 141R class 2-8-2 makes an appearance on fantrips as well as a 4-6-0 which is available for movie work. There are other steam tourist operations and preserved lines in France, but no more steam on the national railways.

Spain

The Ponferrada-Villablino narrow gauge line is still a 100% steam-powered coal road and is highly recommended for beautiful photography and exciting operation. About 20 Engerth 2-6-0's and Baldwin 2-6-2T's adorn the roster of this scenic steam line. The 5'6" gauge coal road between Andorra and Escatron uses 4-8-4T's and ex-National Railways 2-8-2's. Steam operation may cease soon here, however.

Portugal

The broad gauge (5'6"), is without steam other than stored at the Campanha depot at Oporto, but the metre gauge line still uses 0-6-0T's, 2-6-0T's, 0-4-4-0T's and 2-4-6-0T's at Regua and other locations. Fifteen of the latter class Mallets are expected to be overhauled this year at Campanha works for continued service. The Pocinho-Moncorvo line may see additional ore trains hauled by these 2-4-6-0T's. Good lines for narrow gauge steam are Tamega, Corgo, Tua and Sabor. Steam passenger trains run between Mirandela and Braganca, and Picinho and D. Igresjas. The scenery in Portugal is nothing less than fantastic, and expensive rented cars are recommended for chasing trains on all these lines which have rather infrequent service. This will maximize photographic opportunity.

Please send foreign steam news directly to Mike Eagleson, 73 Douglas Road, Glen Ridge, NJ 07028.

Switzerland

Officially steamless, the National Railways have several fantrips in the fall each year using 2-8-0's, 2-10-0's and 2-6-2T's. Many private lines operate small steam engines for tourists.

Austria

The Federal Railways use no standard gauge steam with the exception of *occasional* use of the 0-6-2T's and 0-12-0T's rack engines in the Eisenerz line at Vordernberg. This line may be preserved as a tourist attraction. The narrow gauge steam situation is very good, and best locations are Garsten (0-6-2T's, 0-8-0T's); Gmund (0-8-4T's, 0-6-2T's); Schneeberg; and Bregenz, as well as elsewhere. A very close railfan fraternity will insure smaller preserved steam operating here for years.

Italy

Italy has a considerable number of steam locomotives in stock: 0-6-0T's, 2-6-0's and 2-8-0's, with many under steam each day. However, with the exception of the Paola-Cosenza rack line, there are *no* regular steam workings scheduled. Steam centers are Cosenza, Alessandria, Novaro, Turin, Terni, Fabriano, Ancona, Foligno, Chiusi, Siena, Grosetto, Livorno, Roma Tras and Salerno. Steam may be found in sheds here and elsewhere, but unless a diesel breaks down or there's an unusual traffic or switching upswing, the few engines under steam only move slowly once each day to the coal dock and waterplug.

Greece

U.S.-built 2-8-0's are occasionally used on freights and switching at Thessaloniki. I chased a British-built War Department 2-10-0 from there to the Yugoslavian border in 1975. Some of these large engines may still see use at Thessaloniki along with the Consolidations. Volos uses narrow gauge 2-6-2T's which can be chased for several miles out of town.

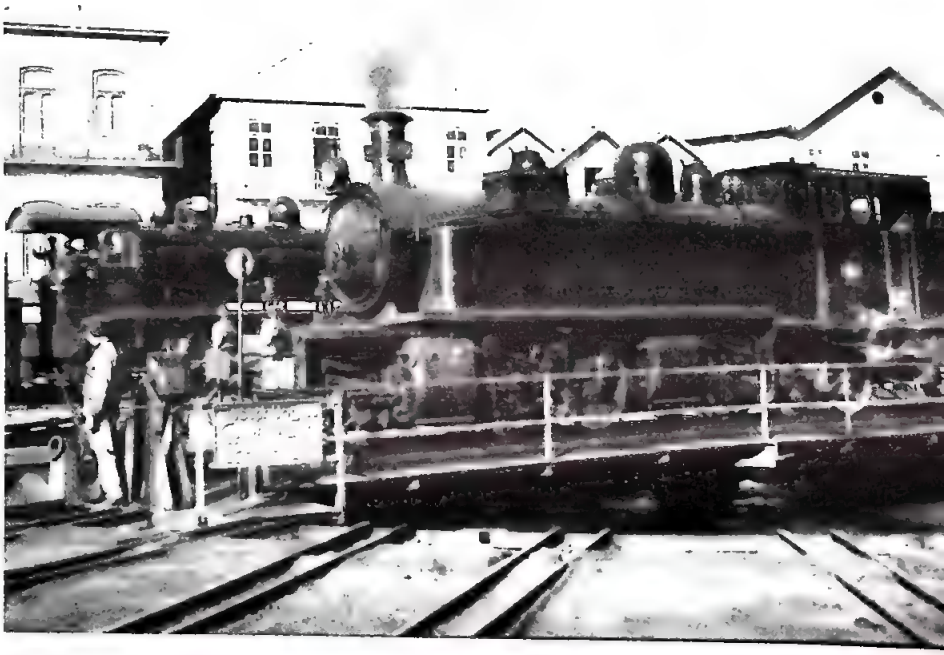
West Germany

Regular service steam ended in Rheine in October 1977. Presently, the Federal Railways are banning steam fantrips, but this rule might be lifted as Germany has a strong railfan contingent. Numerous museum lines proliferate, however, at Tegernseebahn, Bruchhausen, Ottenhofen, Mockmuhl and Dampfbahn, among others. A national steam museum is at Neuenmarkt-Wirsberg. The biggest collection is at Neustadt/Weinstrasse, and others are at Viernheim.

Eastern Europe

In the next issue we'll take a look at the steam running in Europe behind the Iron Curtain. In spite of political difficulties and travel restrictions, the Communist countries are potentially rewarding for steam fans.

MIKE EAGLESON



REGUA, PORTUGAL, is home for a fleet of narrow gauge 2-4-6-0T Mallets, and 15 of these engines are to be shopped at Campanha Works for future use. No. 207 rode the turntable at Regua in June 1968.

CHANGES ON THE CLINCHFIELD As we go to press, some serious questions have arisen regarding the future of the C&O 2-8-4 2716 slated for restoration by the Clinchfield R.R. for Family Lines excursion service (see *Railnews* and *Photo Line* of July '79 R&R). The steam operations of 4-6-0 No. 1 and the acquisition of the Kanawha from the Kentucky Railway Museum were the projects of Clinchfield's General Manager Thomas D. Moore, Jr. In late May 1979 Mr. Moore and two other CRR officials were charged in a civil indictment concerning conflict of interest regarding construction and materials contracts and a contracting firm involving the three officials. Pending the outcome of the lawsuit(s), Mr. Moore was relieved of his duties on the railroad and shortly thereafter took his retirement.

While all of this was going on, the 2716 was being stripped down for its hydrostatic test at Marion, N.C., with most of its appliances being worked on in the CRR shop at Erwin. In a circumstance of unfortunate timing, the 2716 failed its hydro just about the time Mr. Moore came under fire, and all sorts of wild rumors began to circulate.

The facts about the 2-8-4 as we know them are that the hydrostatic test showed that the restoration of the engine would be a bigger job than had been initially hoped for—although no more of a task than most recent restorations have been. The move from Louisville to Marion showed 2716's running gear to be in sound condition, so aside from a "routine" major boiler overhaul, the engine had no extraordinary problems.

When Mr. Moore departed the Clinchfield, the steam project was left without a sponsor in a position of immediate authority, and word was issued from Family Lines headquarters in Jacksonville to halt all work pending a further evaluation of the project. There have been indications that the project still has strong support from some high ranking Family Lines officials, and alternatives are presently being studied that reportedly range from killing the entire project and returning the cosmetically-restored 2716 to Louisville to contracting out the engine work to an experienced "outside" group and continuing with an expanded program.

The *Chessie Steam Special* proved how valuable a public realtions tool a steam program could be—to say nothing of the tremendous impact of the neighboring Southern's success—and the 2716's potential value to the Family Lines is still as great as ever. The Clinchfield had gained a lot of friends far out of proportion to its size and isolated location, and Jacksonville seems quite aware of its positive contribution to the Family.

IT'S NOT A LOCOMOTIVE Although it looks like a locomotive, EMD test vehicle 134 is simply a convenient "package" for an industrial power unit featuring an experimental 12-cylinder turbocharged 645 diesel and AR6 alternator being tested by the Power Products portion of EMD's engineering research and development program. The carbody of the unit is a traded-in Amtrak SDP40F that was "bought" by the Power Products department; the test vehicle cannot pull anything as a locomotive, although it is capable of using traction motors in a combination of power and dynamic braking for tests and under certain circumstances can move itself. The blue and white unit carries a PMI logo which stands for "Power Marine Industrial", indicating its non-railroad applications. Seldom used outside the LaGrange plant, the unit made a rare appearance on the road to do some high altitude testing in the Colorado Rockies in May 1979.

MOTIVE POWER NEWS The Long Island Railroad's new president, Frank Gabreski, feels the road's equipment "needs a little color", so most of the GP38-2's will be given the red stripe similar to the one Bicentennial unit, and new red, white and blue schemes are being tried out on the FA cab cars and some other units.

A pair of Alaska Railroad GP40-2's, 3001 and 3011, at the DOT test track in Pueblo since November 1978, returned north in mid-May via the C&S/BN.

Chrome Crankshaft of Alhambra, Cal., has four ex-SP RS32's which it will make available for leasing. The bright red units will be numbered in the 4000-series but will not necessarily carry their similar SP numbers (for example, CC 4001 was SP 4005).

The Clinchfield has received the first of six Paducah GP11's, rebuilt from CRR GP9's. The 4600-4605 are in Family Lines colors and have solid-state modular electrical systems and new cabs fabricated at Paducah using their new computerized "nibbler" which cuts out the parts by tape-programmed instructions. The CRR was very impressed by tests on line with three Santa Fe GP40X's and has indicated it may shun six-motor units in favor of GP50's.

The Union Railroad in Pittsburgh has received the first of four ex-DM&IR SD9's with noses chopped by DM&IR. The blue and white SD's will be numbered 630-633. The Union still has about a half dozen of its EMD re-engined Baldwin DRS6-6-1500 "Buffalos" running. Fellow U.S. Steel road B&LE has also chop-nosed an SD9.

The Green Bay & Western is reportedly receiving five ex-Conrail Alcos from GE at Hornell, N.Y.: one Reading and three EL C424's and former-L&HR C420 No. 27.

The last D&H C628's emerged from Colonie Shops on May 10, 1979, in a spartanized version of the new D&H blue for lease to Mexico. An increasing number of the Reading green GP39-2's and LV red GP38-2's and C420's have been showing up in the D&H blue and yellow colors.

The Winchester & Western in northern Virginia had little success with leased military Alco road switchers and has replaced them with two former-SP S6 switchers from Chrome Crankshaft.

The Union Pacific has just placed the largest locomotive order in its 115-year history, 200 new 3000 h.p. units totalling $153 million for late 1979 and 1980 delivery. Expect SD40-2's and C30-7's, although no models or builders were specified. This gives the UP 540 new units—$373 million worth—in four years.

Western Maryland RS3 195 has been painted up at Cumberland for preservation at the B&O Museum in Baltimore. The unit is internally and externally intact.

FROM GREEN BAY TO ANN ARBOR—VIA ARIZONA? A couple of unexpected visitors showed up on the Apache Railway in Snowflake, Arizona. Former-Green Bay & Western RS2's 301 and 303 had been sold to Railroad Builders, who rebuilt the units and leased them to the Coronado Power Plant near St. Johns, Ariz., for a spur line construction job. When their work at the power plant was completed, the units were sold to Michigan's Ann Arbor R.R., and the Apache was asked to inspect the units for shipment east on the Santa Fe. They were found to need wheel work, and it was undertaken at Snowflake in May 1979—RON KELLER.

CHESSIE 2101 In the aftermath of the fire at Stevens, Ky., last March, former-*Chessie Steam Special* 4-8-4 2101 was moved in May to the WM shop in Hagerstown, Md., for cosmetic restoration and donation to the B&O Museum in Baltimore as *American Freedom Train* No. 1. Because of the extensive fire damage to 2101, Ross Rowland's spare parts engine, sister 2100, is being prepared for movement to Hagerstown from Riverside roundhouse in Baltimore to have the 2100's cab and tender replace the most severely damaged portions of 2101. With this time-consuming task, the target date of July 4 for 2101's placement in the museum has been pushed back to sometime in late summer. When the 2101 goes into the museum, C&O Greenbrier 614 will be pulled out for restoration by Rowland's crew. The big 4-8-4 will likely not be serviceable until sometime in 1981, since the greatest expenses in restoring and operating the 2101 were the premium prices paid for getting the work done quickly by outside contractors. The work on 614 will involve more volunteer labor and a less "driven" pace to keep the costs in line.

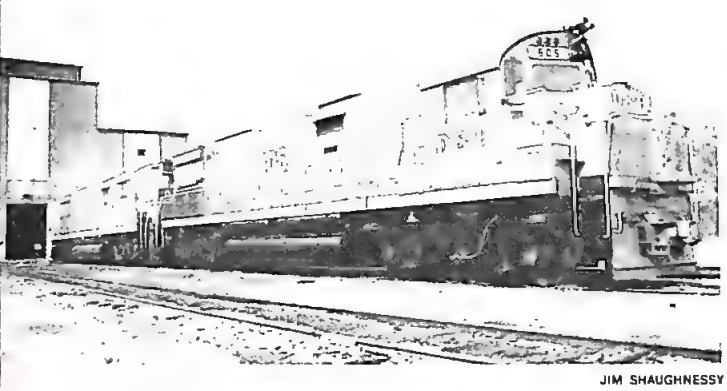
NO CONGRESSIONAL REPRIEVE The deadlines for Congressional action on the U.S. Department of Transportation proposed cutback of Amtrak service passed with no action on the part of the lawmakers. Their quiescence means that the DOT proposal may be put into action on October as outlined in the July issue of R&R. Regional interest in preserving passenger service, however, may save many of the trains. The nationwide gas shortage has brought citizens back to the rails in droves. Amtrak has been reporting 30 to 40% increases in traffic and bookings since April. The most heavily patronized trains have been the Los Angeles-San Diego runs on the Santa Fe with over 100% increases in passengers carried.

In addition to the San Diego service, it looks as if the *Montrealer*, *Cardinal* and the Florida-New York trains will be kept. There is also

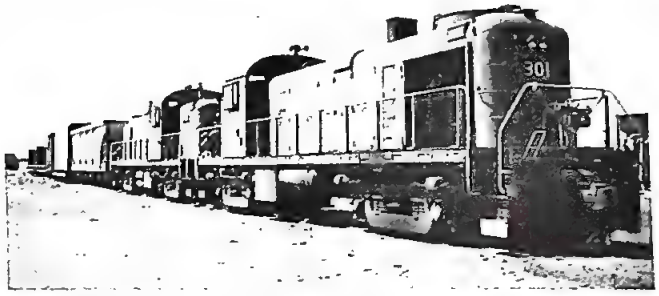
IT'S NOT A LOCOMOTIVE, even though it looks a lot like one. Electro-Motive Division Test Vehicle 134 (shown here in Council Bluffs, Iowa, on May 25, 1979, en route to Denver) is a former-Amtrak SDP40F carbody that now houses an experimental turbocharged 12-cylinder 645 industrial power package for EMD's Power Products group. The blue and white unit was heading for some high altitude testing in the Rockies. Although the unit can move itself under certain conditions, it is not a locomotive and can't pull a train.

GEORGE R. COCKLE

THE LAST OF THE D&H C628'S got a spartanized version of the new D&H blue and yellow colors before shipment south to Mexico (below). The 605 and 606 had been overhauled and were outside Colonie Shops ready to go on May 10, 1979.



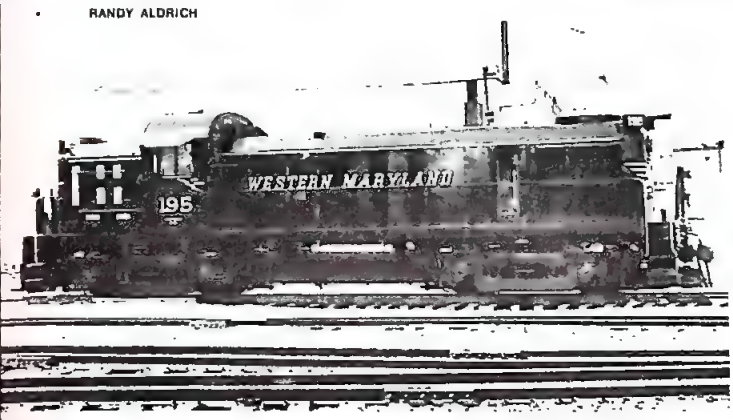
RON KELLER

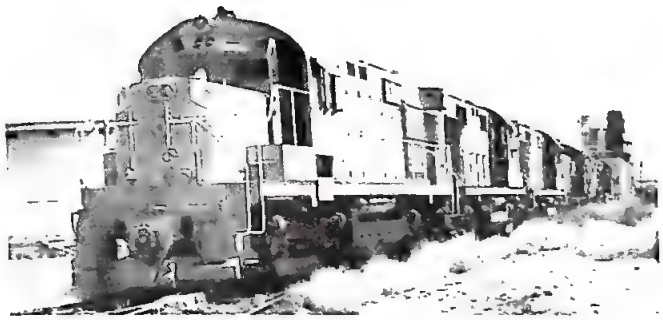


FROM GREEN BAY TO ANN ARBOR—VIA ARIZONA? Yep. GB&W RS2's 301 and 303 were sold to Railroad Builders and worked for a power plant in Arizona before being sold to the Ann Arbor. They were getting wheel work done on the Apache R.R. at Snowflake in May. Chrome Crankshaft is building a lease fleet (below) of ex-SP RS32's at Alhambra, Cal.

JIM SHAUGHNESSY

RANDY ALDRICH

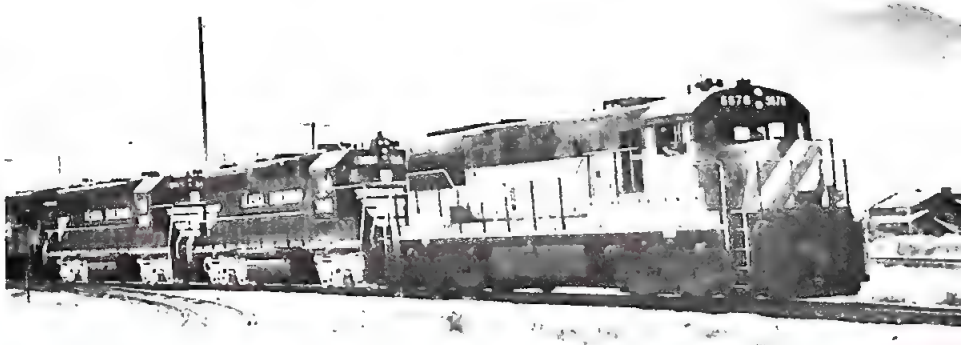




MARK A. DENIS

VINCENT J. PORRECA

HEADED FOR BALTIMORE and the B&O Museum, Western Maryland RS3 195 was wearing a new coat of WM black paint at the B&O Cumberland Shop in April. The unit is internally intact.



HEADED HOME from testing on the USDOT test facility in Pueblo, Colo., where they've been since last November, Alaska Railroad GP40-2's 3001 and 3011 were lashed up behind a BN U28C on a C&S freight at Boulder, Col., on May 18, 1979.

a good chance that the *Southwestern Limited* will be retained on the rails, as well as the *Inter-American* to Laredo and Mexico. No doubt many states will come up with funds to keep their trains running under the so-called 403(b) funding program for corridor service such as L.A.-San Diego and New York-Albany. The final extent of the reduced system will not be known until the fall—WALTER A. APPEL.

VIA TURBO BURNS The future is in doubt for VIA Rail Canada's three sets of Pratt & Whitney "United Aircraft" turbotrains after one of them caught fire and sustained heavy damage on May 29 en route between Montreal and Toronto near Iroquoise, Ontario. There were no serious injuries to the 205 passengers and six crew members of the damaged turbo, but VIA withdrew its other two turbo sets from service for safety inspection and may retire them due to the already high maintenance costs on the decade-old equipment. Amtrak sidetracked its UA turbos some time ago and had them in storage at Ivy City in Washington, D.C., before recently moving them to 30th Street in Philadelphia.

THE KENTUCKY DERBY Although new berift of the *Southern Crescent* and its E8's, the Southern hasn't lost the touch for operating a gracious passenger train. Fourteen private cars and sleepers powered by four gleaming green and gold FP7's brought SR executives and their guests to Louisville for the 105th running of the Kentucky Derby. Having offered convenient accommodations to its passengers on the eve of the Derby, the special was whisking southward from Louisville before many race fans could reach their cars or planes. With the office cars, *Virginia, Carolina* and *Georgia* in the Southern train, it was perhaps appropriate that the only other private car in Louisville for the Derby was SCL's *Alabama,* which arrived on Amtrak's *Floridian*—CHARLES BUCCOLA.

DETROIT & MACKINAC Greenfield Village in Dearborn, Michigan, was presented with a fully serviceable 0-6-0 which was restored over the past few years by the employees of the Detroit & Mackinac Railroad. The 1914 0-6-0 No. 8 and a wood caboose of similar era may see service on the Greenfield Village railroad.

"GOOD TIMES EXPRESS" British Columbia's Royal Hudson 2860 was making news in the West at the same time sister 2839 was taking the South by storm. Heading up a British Columbia promotional train, the 2860 made a 4700-mile six-week tour of British Columbia and parts of Washington, Idaho and Alberta in April and May with displays in 32 cities and a lot of overnight running. When BCR's M420(W) diesel 644, specially equipped with a passenger steam line, burned out a traction motor and had to be removed from the consist for shopping, sister unit 643 substituted with a temporary steam hose laid along its deck. The 2860 is putting in its full schedule of regular N. Vancouver-Squamish runs this year.

SOUTHERN STEAM As expected, Royal Hudson 2839 has carried the full early summer schedule of Southern Railway steam excursions, and it has been very successful with excellent mechanical performance and a record season for patronage. The CPR colors have been maintained with a few SR embellishments such as lettering, a nameboard on the pilot deck and maroon driver centers. On the heavier trains and more rugged terrains a green FP7 helper is not uncommon behind the auxiliary tender. The Royal Canadian is making quite a hit in Dixie and is expected to be joined by 2-8-2 4501, 4-6-2 750 and 2-10-4 610 later in the season.

Meanwhile, 2-8-0 722 has been on lease to Historic Red Clay Valley and made two excursions between Greenbank, Del., and Modena, Pa., on the Octoraro Railroad's former-Reading Wilmington & Northern line on May 26 and 27. It will return to Southern after July 4.

PANAMA MOGUL After triggering a minor international incident with its removal from Panama, a five-foot-gauge 2-6-0 was brought home to Paterson, N.J., where it was built by the Cook Locomotive Works in April 1906. In ceremonies on June 6, 1979, the 299 was shoved on its flatcar into the former-Erie depot by a special NJDOT push-pull train which formed a rolling V.I.P. reception for the engine. Hosted by Paterson's energetic Mayor Lawrence Kramer, a reviewing stand full of dignitaries paid trubute to the locomotive and the Great Falls Historic District which will bee 299's new home in the Rogers Locomotive Works museum. The 299 will join a 1910 Cook 0-4-0T (*Railnews*, May 1979) moved there last November. The 299 was one of 100 "Panama Moguls" built for the Isthmian Canal Commission in 1906 and used for the construction of the canal and operation of the Panama Railroad thereafter. The 299 was one of the last Moguls on the Panama roster and was on display before moving to the U.S.

UNION PACIFIC 8444 The UP's big 4-8-4 moved east from Cheyenne to Omaha and a short stint in the shops before heading up the *Ak-Sar-Ben Special* to Columbus, Neb., on May 21. The Ak-Sar-Ben (Nebraska spelled backwards) is an influential service organization, and UP President John Kenefick is reigning King LXXXIV of Ak-Sar-Ben. The 8444 has returned to Cheyenne.

GOODBYE ERIE WESTERN Although the details of the change are uncertain even on the railroad at this time, the Erie Western will cease to exist on June 24 and a new designated operator will assume operation of the trackage under the name Chicago & Indiana. New motive power and equipment are expected.

B&M MOVES TOWARDS REORGANIZATION The only bankrupt Northeastern railroad that escaped inclusion in Conrail has moved a step closer to an independent financial reorganization. On March 19th, 1979, the Federal court that administers the financial affairs of the Boston & Maine approved a trustee plan to use cash acquired in the sale of commuter lines and equipment to the MBTA for payment of $33 million in long-term mortgage bond obligations. It was a default on these bonds that forced the B&M into bankruptcy in 1970. By retiring the bonds at an effective rate of 80 cents for each $1.57 owed, the railroad will relieve itself of one of two long-term debts that stand in the way of reorganization. (The other debt is a $19 million second mortgage that is still being negotiated.) Operationally, the bond retirement will make the B&M eligible for up to $26 million in FRA loans which will be used to upgrade the main line between Mechanicville, N.Y., and Ayer, Mass. The B&M still looses money in most months, with a million-dollar net loss in 1978, but the deficits have been steadily cut in the last two years and the company hopes to achieve solvency in the early 1980's. Given the present state of Conrail finances, time may be proving that the B&M was right in staying out—TOM NELLIGAN.

THE *ZEPHYR* AND THE *SILVERTON* On May 31, 1979, the ICC turned down the Denver & Rio Grande's bid to cut back its triweekly Denver-Salt Lake City *Rio Grande Zephyr* to a Denver-Grand Junction service. Noting increasing patronage and the railroad's "... failure to substantiate its alleged losses ...", the ICC required the D&RGW to maintain the status quo of its remnant of the *California Zephyr*.

Another last remnant is well on its way to a change of status, however. The D&RGW has reached an agreement to sell its three-foot-gauge Durango-Silverton line to C.E. Bradshaw, Jr., owner of two citrus operations and an agricultural chemical company near Orlando, Florida. The reported sale price of approximately $2.5 million includes all equipment, track and property of the 46-mile line. The Colorado Public Utilities Commission will have to approve the sale, so the D&RGW will operate its steam tourist trains for at least the rest of this year. Bradshaw, of course, will keep the famous line running. The Silverton is the last of the Colorado narrow gauge lines still operated by its original railroad company.

TWO FAN TRIPS The first paying passengers in over 20 years for the old StJ&LC rode two excursions this spring on the new Lamoille Valley Railroad. On May 26-27 the Tri-State Chapter NRHS and George Pins covered the line in private cars behind an LVRC freight, while a passenger consist of three borrowed Conway Scenic R.R. coaches was provided for the 470 Club and Boston RRE on June 3. The 470/RRE trip ran from Swanton to St. Johnsbury with the return by bus.

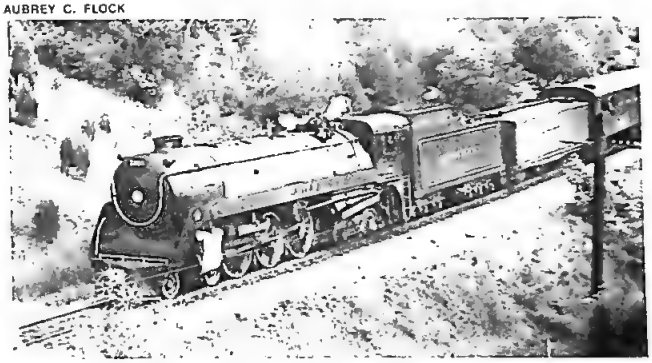
"GOOD TIMES EXPRESS" is the name given to the spring 1979 promotional tour made by the British Columbia Royal Hudson 2860 and its exhibit train. With the help of a BCR M420(W) diesel m.u.'d to the 2860's "black box", the train covered 4700 miles in six weeks with displays at 32 cities in British Columbia, Washington, Idaho and Alberta. On May 3, 1979, the train was southbound on BCR 499.7 miles north of North Vancouver (**right**).

MICHAEL WILKIE

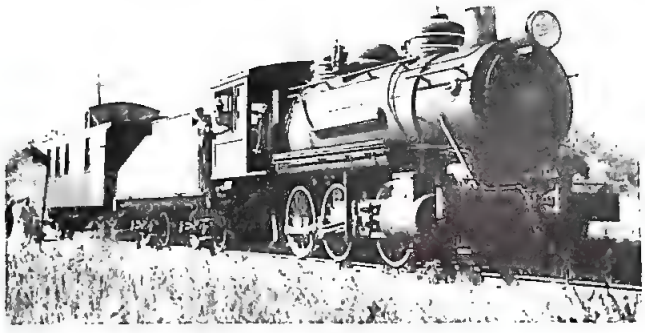
SOUTHERN STEAM got off to another fine season with 2-8-0 722 on lease to Historic Red Clay Valley and running two excursions on a former Reading branch. It passed through Pocopson, Pa., (**below**) on May 26. Meanwhile, the main line running was being handled by leased Royal Hudson 2839 (**below right**) freshly painted CPR colors with SR lettering. It was rolling through Lawrenceburg, Ky., on that same day.

MAX S. ROBIN

AUBREY C. FLOCK



HENRY FORD MUSEUM



JIM BOYD

PANAMA MOGUL 299 returned to Paterson, N.J., amid much fanfare on June 6, 1979; it was built at the Cooke Works in 1906 and will go into the adjacent Rogers Works museum. The Detroit & Mackinac donated its restored 0-6-0 No. 8 (**left**) to the Henry Ford Museum and Greenfield Village.

JIM SHAUGHNESSY

STEVE HUSSAR

TWO FAN TRIPS were made over the Lamoille Valley Railroad this spring. On May 26-27, the Tri-State Chapter NRHS chartered George Pins' private cars for a ride behind LVRC freights (**above**), and the 470 Club and Boston RRE had a passenger train on June 3 with borrowed Conway Scenic R.R. ex-CNJ coaches. It's shown (**right**) arriving at St. Johnsbury.

The Evergreen F's

You'll find the greatest concentration of Burlington Northern F-units in the state of Washington, and a more picturesque setting would be hard to imagine. **by Dick Dorn**

PHOTOGRAPHY: DICK DORN

Today, in the era of high horsepower second generation diesels, lives a legacy out of 1950's railroading. In this year of 1979 you can warm your heart to the throbbing inner sounds of EMD 567's in their most cherished form: the covered wagon. In the Evergreen State of Washington, these old war horses—once *the* standard diesel of the post-steam era—are still making a strong stand.

Burlington Northern, owner and operator of the largest fleet of F's in existence, has 62 of the aging ladies assigned to the Pacific Northwest. In no other state will you find covered wagons used in such diverse operations as those to which the BN F's are presently assigned in Washington. Where else can you witness a solid set of seven F's battling up a tortuous 2.2% mountain grade with 4,000 tons of revenue freight in tow? Or on the same day watch F's mixed with second generation units at 60-per on a hot pool train? BN has an almost no-holds-barred policy on the Evergreen F's, as they work in such diverse assignments as helper service, locals, drag freights, mountain service over Stampede Pass and even an occasional stint on hotshots.

The F's have not always been so prolific in Washington as they are today. In the early 1970's, after the BN merger there were far fewer units. At that time there were about 20 F's assigned to Auburn, one five-unit set working the 170/171 Pasco-Spokane time freight, and a smaller four-unit set working from Spokane to Lewiston on the Camas Prairie route. In 1974 BN took delivery of 22 GP38-2's, bringing the road a total of 38 GP38's. In 1975 BN began transferring the GP38's east in a one-for-one trade for F's, but this left Washington power short, so additional F's were shipped west to bring the total to 62 units, the number currently assigned there.

The covered wagons are assigned to four locations in Washington. Auburn leads the way being home base for 22 units, with Interbay and Parkwater each having 14 units and Vancouver maintaining the final twelve F's. The fleet is made up of four models: F3's, F7's, F9's and a lone FP7. All are of NP or GN origin, with the 600's being ex-GN units, 700's ex-NP, low-800's ex-NP and 845-and-up being ex-GN. Since the F's populate much of the same territory as the BN's Alco fleet ("The Big Green Alcos of Vancouver," March 1979 RAILFAN), the entire area is a happy hunting ground for railfans.

Along Puget Sound

The Third Subdivision of the Pacific Division (former Northern Pacific) between Seattle and Vancouver, Washington, carries the heaviest rail traffic density in the entire state. With three railroads (BN, UP and Milwaukee) and Amtrak all using portions of this line, the trains come at a fast and furious pace. BN has many trains that frequently see F's, and they are often used in the lead. The only trains that would generally not get F's somewhere in the consist are the hotshots—and locals which do a lot of switching.

Of the through trains, two will consistently run with covered wagons: 910/911, the detour trains from the Stampede closure which continue to run between Auburn and Pasco even though Stampede has been reopened. Train 143/144, the Sumas Turn, which operates between Auburn and Sumas on the Canadian border where it interchanges with CP Rail and British Columbia Hydro, often sees solid sets of wagons. Other trains that are likely to receive F's are 137/138 and 139/140, the Seattle to Klamath Falls pool trains that operate down Western Pacific's Inside Gateway. Operating between Seattle and Portland are trains 146 and 147, which connect with Southern Pacific at Portland, and trains 148 and 149 also work between the same two terminals. The last of the through trains to reguarly see F's is 182, the Spokane to Hoaquim job which operates via Pasco and west down the Columbia River to Vancouver and then north to Centralia where it leaves the Third Subdivision and enters the 15th Subdivision branch line to Hoaquim.

The Sumas Turn has a most interesting operation as it travels over five subdivisions to accomplish its 171-mile trip. Normally called on duty at Auburn between midnight and 3:00 a.m., it departs Auburn Yard and speeds north to Seattle on the Third Sub main line. After leaving Interbay Yard, No. 143 is now traveling on the First Subdivision main line as far north as Everett where it switches onto the Everett to Vancouver, B.C., Second Subdivision main line for some steady 55 m.p.h. running. At Burlington, the Sumas Turn leaves the main line and swings east onto the Tenth Subdivision branch line for a short five-mile sprint to Sedro Woolley. Here No. 143 turns north onto the 14th Subdivision branch for the final 40-mile leg of the trip to Sumas and the Canadian border.

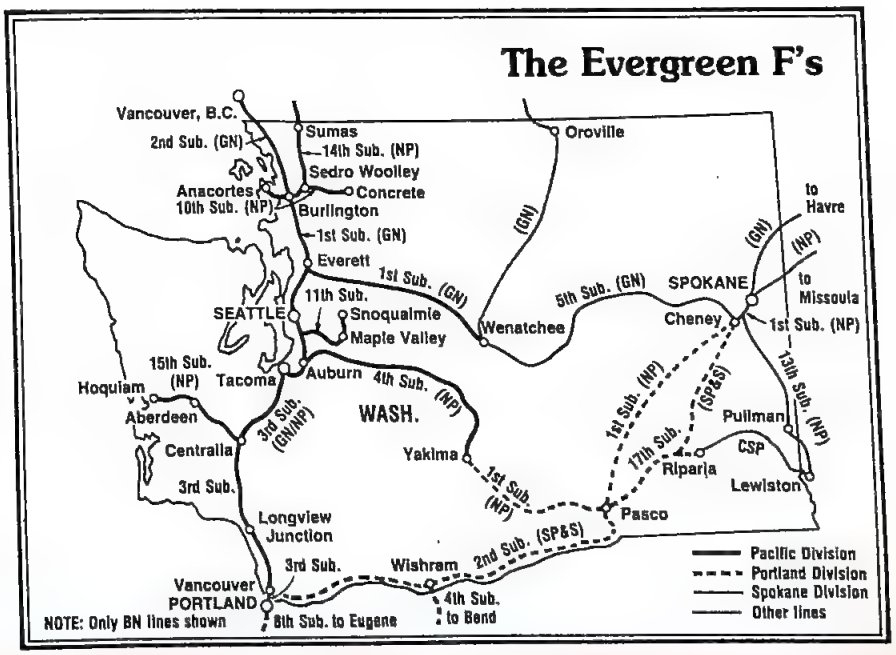
Auburn Yard hosts quite a number of locals, three of which often see wagons. Operating south from Auburn on the main line is the Kalama Turn, trains 675 and 676. Called out of Auburn for an early afternoon departure, the Kalama Turn accelerates for Tacoma where it makes its first of numerous set-outs and pick-ups. Leaving Tacoma Yard 675 will work its way over to Pioneer (location of a most unique drawbridge) where a meet may occur with its northbound counterpart 676. After working the interchange tracks with Boise Cascade, 675 departs for more work in the Centralia-Chehalis area and then moves on to Rocky Point, the interchange with Weyerhaeuser's Columbia & Cowlitz Railroad. After arriving at Longview Junction yard, the crew drops off the remaining cars and caboose-hops a short

LIKE A NORTHERN PACIFIC publicity photo, four F's and a C425 split the semaphores east out of Pasco on the old NP line to Spokane. This train 170 normally runs via the SP&S line.

sprint to Kalama where they tie up. They come on duty again just before noon the following day.

Operating east into the heart of deep forests of the Cascade Range is the Snoqualmie Turn. This local exists almost exclusively to serve the enormous Weyerhaeuser mill at Snoqualmie. The Turn leaves Auburn between 6:00 and 7:00 a.m. and trundles north to Black River Junction where the power runs around its train and proceeds onto the Eleventh Sub main line.

After easing through Renton down the middle of Houser Way, it heads for Maple Valley along the Cedar River. This portion of the BN was purchased from the Pacific Coast Railroad and is used by the Milwaukee Road as their main line between Maple Valley and Black River Junction. At Maple Valley the Snoqualmie Turn leaves the BN and swings onto Milwaukee's transcontinental main line for the run up to Cedar Falls. Here the Turn leaves the main and switches onto the branch to North Bend and Snoqualmie, over which they operate on some of the most ragged trackwork that covered wagons could possibly waddle over. Running speeds are restricted to five m.p.h. over all sections of



SILHOUETTED AGAINST THE SETTING SUN, a pair of F's lead train 676 toward Tacoma across the unique drawbridge at Pioneer along the shores of Puget Sound. The photo possibilities along the water are almost endless and continually change with the lighting throughout the day. A classic A-B-A set eases the Everett Turn out of Auburn Yard (below) onto the Third Subdivision main line while a five-unit set in the background is also pulling out with an extra east about to assault Stampede Pass. It's today's railroading, but the sound is right out of the 1950's.

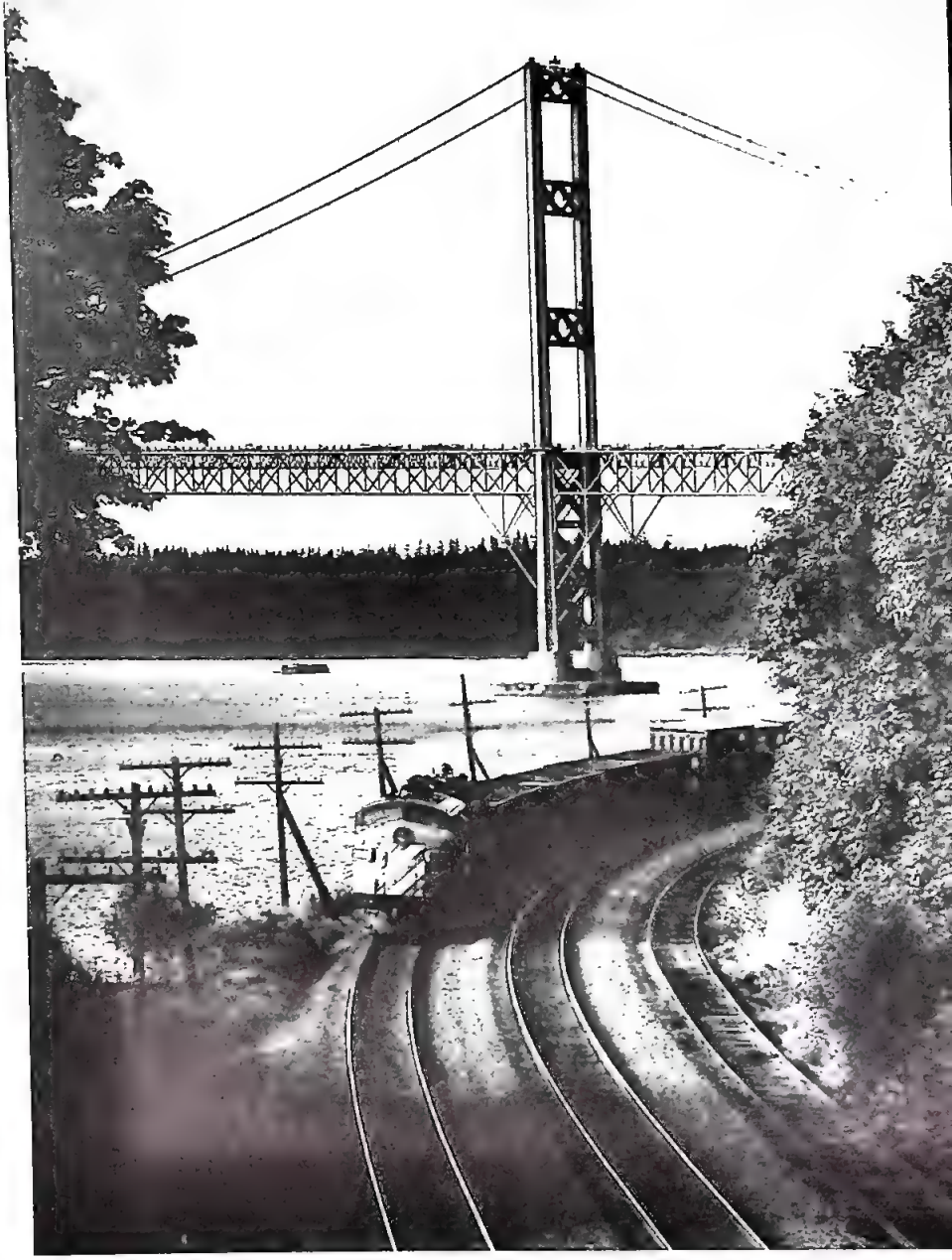
this branch. Arriving in North Bend the power runs around the train for the second time and pushes it the few short miles to the Weyerhaeuser mill where the switching is done and the train is assembled for the return trip to Auburn.

The remaining local operating out of Auburn is the Everett Turn, which is called at 1:00 p.m. for a round trip to Everett. Leaving Auburn on the Second Sub main line, it operates through to Interbay Yard where any necessary work is completed before departing north for a run along Puget Sound all the way to Everett. A considerable amount of time is consumed making up the train for the nocturnal departure for Auburn. The train crew often uses their entire legal twelve hours on this run.

A single local that operates out of Seattle's Interbay Yard occasionally sees F's. This is the Ferndale Turn that operates from Interbay to Bellingham and return. The "Fern Turn" can be called at any time and usually sees first generation power consisting of F's and Geeps.

Looking closer at the Third Subdivision main line from Vancouver, Wa., to Seattle, we find that the former-NP tracks leave Vancouver northwestward and follow the Washington side of the Columbia River to Kalama. North of Kalama many sloughs are clogged with rafts of logs for the numerous nearby mills and are visible south of Longview Junction. At Longview Jct., a hub of activity, Milwaukee, UP and BN trains are constantly arriving to set out and pick up cars from the abundant forest product firms in the Longview area. A short distance north of Longview Jct. the main line skirts the Cowlitz River and then eases through the town of Kelso to Rocky Point. At Rocky Point there's an interchange with the Columbia & Cowlitz as the C&C crosses Cowlitz River on an impressively tall S-curve trestle.

The only hill on the Vancouver-Seattle run is between Vader and Chehalis Junction, a 17-mile stretch with a 1% ruling grade. At Chehalis Jct. the Milwaukee Road tracks end and they have trackage rights over the BN into Portland under an agreement of the BN merger. CTC is in use on this portion of the main line all the way through from Vancouver to Centralia. North of Centralia the BN slices through dense growths of both deciduous and coniferous forsts as it heads toward its first glimpse of Puget Sound not too far north of Nisqually. For the next 15 miles the BN skirts along Puget Sound into



THE TACOMA NARROWS BRIDGE towers above the BN main as it follows Puget Sound south of Tacoma. Former-NP F9 838 is teamed up with a GP9 as they lead the Kalama Turn through Titlow on August 16, 1978. The long silenced Puget Sound & Baker River 4-6-0 at Sedro Woolley watches the passage of BN 143 on June 20, 1978 (below); in the five-F consist is 703, BN's last F3B.

Tacoma. This portion of the line affords an untold number of excellent photo locations. At Titlow the right-of-way passes under "Sturdy Gertie," the Tacoma Narrows suspension bridge that replaced the infamous "Galloping Gertie" which disintegrated during a fierce wind storm in the 1940's.

Shortly after passing under Tacoma Narrows bridge the BN dives through a pair of double track tunnels as it enters Tacoma along the waterfront. North of Tacoma it's easy water level running through Puyallup, Meeker, Sumner and on into Auburn before reaching Seattle.

Across the mountains

To reach the west coast, the Northern Pacific and Great Northern each constructed lines across the Cascade Range in western Washington. The GN built its line west over Stevens Pass from Wenatchee to Everett and then south to Seattle. The NP pushed its line on a more southerly route west from Ellensburg along the Cle Elum River and then over Stampede Pass to Auburn. With the BN merger, most traffic began to move over the GN Stevens Pass line, as it is a much more direct route from Seattle to Spokane.

Today, F's see regular service on both of these grueling mountain lines. The Stevens Pass operation restricts the wagons almost exclusively to helper duty, and they are based in Wenatchee but help both east and westbound trains. Helpers will often work west out of Wenatchee all the way through to the western helper terminus at Skykomish where they will be cut out. This helper set will then wait for an eastbound train and give him a boost, thus allowing for better utilization of the helper crews.

The F's in the helper pool are presently B-units, and they are usually spliced between two GP9's, with GP30's occasionally working with an F and a Geep. Bigger power began to make inroads last year for the first time into first generation units used in helper service. This may signal that the covered wagons time is coming to a close on Stevens Pass.

Covered wagons make occasional lead unit appearances on power consists working over Stevens Pass, with the most likely trains being the Seattle-Spokane drag freights 129/130. During the summer of 1978, with BN in a power shortage, F's were seen often as trailing units mixed in with big units working over the hill.

Taking a brief look at the First Subdivision of the Pacific Division, we find that the rails leave Interbay Yard in Seattle and head north running along the edge of Puget Sound almost the entire way to Everett. Along this portion of the railroad there are numerous photographic possibilities, but it itakes some real map research and a healthy pair of legs. After reaching Everett, the First Sub swings east to begin the old GN's assault on the Cascade Range. The tracks follow the Skykomish River east with grades of less than 1% through the towns of Monroe, Gold Bar, Index, Grotto and finally Skykomish, where almost all trains pick up helpers.

From Skykomish the grade stiffens as the formerly electrified line starts its real climb towards the eight-mile Cascade Tunnel. Between Skykomish and Scenic, at the west portal, the ruling grade is 2.2% and eastbound trains will take almost 45 minutes to cover the twelve miles. After reaching Scenic, the eastbounds enter the longest railroad tunnel in the United States, and it's upgrade all the

way for eastbounds. They require 35 to 40 minutes to conquer the depths of the tunnel. Just after exiting the east portal the tracks crest over the summit and begin their descent to Wenatchee. From here the BN follows Nason Creek through Berne and Merrit and the tall forests of the eastern Cascades. Between Winton and Chumstick the tracks plunge through Chumstick tunnel and continue on to Leavenworth. This 13-mile stretch was relocated by the GN to avoid treacherous portions of the original right-of-way along the Wenatchee River.

Leavenworth, a town imported directly from the European Alps, is now almost completely bypassed as the right-of-way passes north of town. From there to Wenatchee the BN follows the Wenatchee River through some of Washington's finest apple growing orchards. Good photo locations are available along this entire stretch, with the tracks running along the edge of the Wenatchee's crystal clear blue and green waters.

Some 30 miles south of Stevens is the old Northern Pacific crossing of the Cascades, Stampede Pass, completed in 1888. Stampede has been stomping grounds for covered wagons since their arrival in the 1940's, and 1978 saw occasional solid seven-unit sets of the old warriors battling the 2.2% ruling grades. Present day operations see very few trains over this pass, and no helpers have been used here since 1962.

Only one through train in each direction is operated between Auburn and Yakima, time freights 175/176. Eastbound 176 is normally called out of Auburn at 3:00 a.m. but is often delayed waiting for available power. This train takes seven smaller units, GP9's or F's, although at times larger units may be substituted to give a total of at least 10,000 horsepower. Train 176 normally takes six to eight hours to run to Yakima. and after arriving the crew lays over for eight to ten hours before going back on duty to handle 175 back to Auburn. On occasions these trains will handle extra tonnage between Cle Elum and Yakima.

Late in 1977 torrential rains dealt a blow to the Stampede Pass line by causing numerous small washouts, and one large fill nearly a quarter mile long and well over 100 feet deep was totally washed away. Service was discontinued and BN trains temporarily detoured over the Milwaukee Road's Snoqualmie Pass line. The Milwaukee's deteriorat-

EASTON LAKE and the Cascade Range provide a backdrop for another "NP publicity shot" as five F's and a pair of GP9's roll 176 into Easton (**below**) on August 7, 1978. The previous day, 176 had six F's and a Geep (**above**) as it passed the old water tank in Easton. The last BN FP7, 726, led grain empty extra X-08Au (**left**) over the Green River bridge at Palmer Jct. on August 17, 1978.

ing roadbed conditions made this detour short lived. BN contemplated closing down Stampede Pass and detoured trains to Pasco via Vancouver and the Columbia River gorge. With the coming of spring BN announced that they would repair the washouts on Stampede, and service was resumed on July 22, 1978. During the remainder of the summer months covered wagons dominated the lashups working 175 and 176 over the hill.

The second train to utilize Stampede is BN's Cle Elum Turn which operates between Auburn and Cle Elum. This train is simply a hill turn as it usually handles eastbound loads over the hill, then sets out the cars at Cle Elum and picks up waiting westbound tonnage. Power for the turn is normally seven units, mostly F's with a sprinkling of Geeps. With seven units the turn can handle the maximum allowable tonnage working east of 4000 tons. Since the elimination of helpers in 1962, the operations over Stampede have seen trains restricted to 4000 tons eastbound and 4250 tons westbound to allow the most efficient operations. The cars that are set out and picked up at Cle Elum by the turn are handled between Yakima and Cle Elum by 175 and 176, and these trains will often have 8000 tons neatly tucked between the motors and markers.

Accessibility to the right-of-way on the western side of Stampede Pass is very limited, as the tracks weave through dense forests. Soon after leaving Auburn eastbound trains begin their climb, encountering grades near the 1% mark. Between Kanaskat and Palmer Junction the line simultaneously crosses Green River and the old Pacific Coast Railroad bridge, then turns east following the course of the Green River through Eagle Gorge and Maywood. Lester is the next station, and this was once the western terminus of the helper district. At Lester the grade stiffens considerably and the F's can show their gutsy ability to lug down and drag their train up the 2.2% ruling grade. Running time from Lester to the Summit tunnel near Stampede is over 40 minutes to cover eleven miles of twisting and tortuous climbing railroad. Summit tunnel, a two-mile-long bore, was termed "Stampede Hell" in steam days because of the smoke and gas conditions encountered by the crews. In 1958 CTC was installed between Stampede Siding and Martin through the Summit tunnel, and today this three-mile stretch of track is the only CTC from Auburn to Yakima; the remaining trackage is ABS (automatic block).

Descending from Martin, we find that BN still maintains the old double track to Easton that tells of the once busy days that the Stampede line saw when it was Northern Pacific's "Main Street of the Northwest." At Easton a few remnants of the old helper maintenance facilities still stand, including the wooden water tank. Near Easton the Milwaukee's parallel tracks cross over the BN and are close by all the way to Ellensburg. The Milwaukee stays on the opposite bank of Yakima River as both sets of tracks twist through Cle Elum Canyon. At Ellensburg the BN swings south and enters spectacular Yakima River Canyon for a 30-mile stretch of easily accessible and very photogenic running. After leaving the canyon it's only a few short miles into Yakima, passing through Selah and paralleling Yakima Valley Transportation's trolley line.

Down the Columbia

Towering volcanic cliffs, snow capped mountains and the largest river in the western United States play host to the old Spokane Portland & Seattle main line and a fleet of BN trains, almost any of which may have F's. Termed "The Northwest's Own Railroad" in 1944, the ex-SP&S line covers 222 miles between Pasco and Vancouver following the north shore of the Columbia River the entire distance.

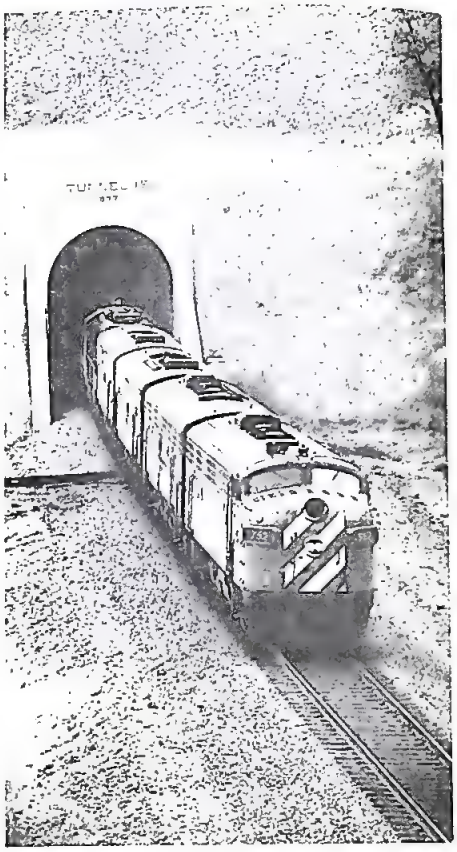
Today this is BN's Second Subdivision main line of the Portland Division; it leaves Pasco and immediately crosses the Columbia to SP&S Jct. where it heads southwest and the line to Yakima splits off to the north. After leaving Kennewick the line is pretty much inaccessible for the 40-mile run to Plymouth as it skirts wide stretches of the Columbia. Just east of Plymouth is McNary Dam, and the line relocation around the dam slices through an immense basalt cliff above a tunnel on the old right-of-way. At Plymouth an operator is on duty for the first two tricks, as the line from Pasco to Wishram is ABS and train order operation.

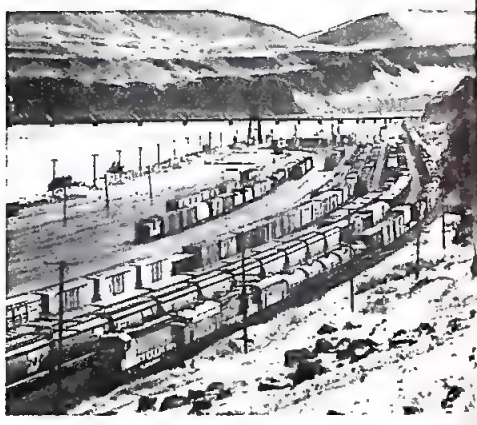
West of Plymouth rolling hills surround the broad expanses of the Columbia as the rails continue west allowing for some hot running. In the 1950's and '60's the SP&S streamliner that carried sections of GN's *Empire Builder* and NP's *North Coast Limited* between Portland and Spokane was considered by most to have the fastest schedule in the Northwest, covering 379 miles in six hours and 50 minutes for an average speed of 55 m.p.h. As the line progresses further down the Columbia, gentle canyon walls begin to climb higher and large rock outcroppings become ever present. At Roosevelt, 85 miles west of Pasco, there is the only other operator on the line between Pasco and Wishram.

Leaving Roosevelt the line heads west for some easy running as the canyon walls retreat from the waters edge for the next ten miles. Near Bates the volcanic cliffs that have been gouged out by the mighty Columbia close in once again on the railroad, and the rails tiptoe along the feet of these cliffs right at the water's edge. Across the river on the Oregon side, Union Pacific's main line into Portland is always visible as braces of SD40's hustle trains along between Hinkle and Portland.

Following the same route that Lewis and Clark blazed in 1804, the Second Subdivision passes sidings at Bates and Towal as the cliffs tower well over a thousand feet above. At Cliffs the old SP&S line passes by John Day Dam and the large Martin-Marietta plant. Near Maryhill, two historic monuments watch over the Columbia from outposts high above. First is Maryhill Castle, now a museum, and the second is Stonehenge Memorial, constructed in honor of the many soldiers who gave their lives in World War I.

After leaving Maryhill the tracks hang along the rough wind-blown waters of the Columbia and then dive through a tunnel blasted into a sheer rock wall to emerge at the eastern yard limits of Wishram Yard. Wishram is midpoint between Pasco and Vancouver and is a crew change point for trains operating along the Columbia. This is also where BN's Oregon Trunk line crosses the river over Celilo Bridge and heads south up the Deschutes River Canyon for Klamath Falls, Oregon, and an eventual connection with Western Pacific's Highline at Bieber.





West of Wishram the scenery begins to change as the Columbia cuts an even deeper gorge through the Cascade Range. The brown hills are soon replaced with evergreen trees as the line approaches Lyle. At Lyle, the only branchline along the Columbia diverges and heads north 42 miles up the Klickitat River to Goldendale. On both sides of Lyle the CTC-controlled main line hugs the Columbia and plunges into numerous tunnels blasted through solid rock outcroppings that rise straight out of the water. During construction along this section of the line, the terrain was so rugged that in many places men and tools had to be lowered over the side of cliffs to blast out the rock to make a ledge to build the railroad on.

Progressing further west the line heads for Bingen-White Salmon, crossing many rivers that flow into the Columbia from the north. The forests are now ever encroaching, and

THE OLD SP&S MAIN along the Columbia River is as spectacular as ever. Mount Hood overlooks the Columbia from Oregon (**top**) as F7 708 leads train 393 east toward Wishram. Behind an SD45, more F's depart Wishram eastbound (**far left**) in June 1978. Searchlight signals (**left**) bracket 398 at McCreddie, and the early sun catches X-05 (**above**) westward with F's trailing at Roosevelt. The tunnel (**upper left**) is at North Bonniville.

some of the backwaters are still used to raft logs to nearby lumber mills. Traveling west of Bingen the line eases along through Cooks, Stevenson and Skamania. Between Skamania and Stevenson the BN crosses under the Bridge Of The Gods in a narrow gorge. Ancient Indian legends tell of a natural arch that spanned the river at this point, and one tells of tribal warfare between two rival chiefs seeking to marry a beautiful princess. The Great Spirit was angered by this turn of events and knocked down the natural bridge and turned the two chiefs into Mt. Hood and Mt. Adams, while the princess became Mt. St. Helens.

Near Skamania is Beacon Rock, an 840-foot landmark covering 17 acres, where the Lewis and Clark expedition camped on Nov. 2, 1805, on their way to the Pacific. At this location Lewis and Clark noted in their journal the unmistakable rise and fall of the river level due to the tidal changes 150 miles downriver from this point. The Second Sub continues west to Washougal, on the way passing in a 2369-foot tunnel through Cape Horn rising straight out of the Columbia. Dense green forest growth intrudes on both sides of the track as it covers the last miles into its destination of Vancouver.

Most of the scheduled freights running between Pasco and Vancouver don't utilize the F's in their power lashups, as these are through trains and F's seldom venture east of Pasco today. 910 and 911, the Auburn to Pasco detour trains from the Stampede Pass closure, continue to operate after the reopening of Stampede and are almost always assigned a set of covered wagons. Train 399, the Pasco to Hoaquim time freight, often sees

two or more F's in the lashup. The sister train for 399 is train 182, which operates east from Hoaquim to Pasco and will usually run to Pasco with the power from the previous day's 399.

Operating eastbound from Albany, Oregon, to Pasco along the Columbia is 398. This train originates on BN's Oregon Electric line where it works north to Portland then crosses the Columbia to Vancouver and continues east for Pasco. On occasions trains 170 and 171 will see the covered wagons on their runs between Pasco and Klamath Falls down the Oregon Trunk line, and a few have been recently showing up on the WP as far south as Oroville, California. BN operates a number of drag freights between Pasco and Vancouver which usually are powered by first generation units, often including F's. Running west out of Pasco are 393 and 395, and any extras are usually designated as "X-05" trains. These trains often have well over 100 cars in tow behind the straining power. Vancouver yard originates 396, an eastbound drag to Pasco that often sees the covered wagons up front.

East to Spokane

In recent years the rolling hills of eastern Washington have been the home for a diminutive fleet of covered wagons that have seen use of a limited number of BN trains. The First Subdivision of the Portland Division covers 218 miles from Yakima to Cheney, 16 miles west of Spokane. During recent times BN has operated two trains that have seen a considerable use of the covered wagons. The first of these, trains 170/171, run between Pasco and Spokane. 170 operates eastbound out of Pasco to Spokane over the former-SP&S main line, which is now BN's 17th Subdivision of the Portland Division. Westbound 170 operates over the former-NP line from Spokane to Pasco that today is BN's First Subdivision main line. This same operation is used for all BN trains between Pasco and Spokane with eastbound trains using the ex-SP&S line and westbounds the ex-NP line.

Until March 1978, trains 170/171 saw solid sets of F's almost every day. When the F's were not so numerous in Washington, railfans would go to Pasco for the early afternoon departure of 170 and were almost assured a chance to photograph a multi-colored lashup of BN F's wearing as many as three or four different paint schemes.

Following this train east—it actually departs Pasco Yard heading west—the consist must be assembled in reverse. As it leaves the yard limits 170 begins making a big loop that gets it headed northeast along the Snake River. From this point the tracks follow the Snake for 40 miles with UP's Hinkle-Spokane line on the opposite bank. Along this portion of the line there are four large steel truss bridges that cross some of the large lateral canyons as the right-of-way begins to gain elevation above the river. Near Farrington the line ducks through a 2494-foot tunnel, longest on the old SP&S routes, and enters Devil's Canyon where basalt cliffs tower above the tracks. The climb through Devil's Canyon affords excellent photographic vantage points, and at the summit of this .4% grade is another long tunnel where 170 will emerge onto the eastern Washington lava plateau.

Continuing to Spokane, 170 curves and twists through many smaller canyons carved down through the huge lava flows. Much of the surrounding land is used for producing a portion of the wheat raised in the Palouse region. After passing through the uniquely-named towns of Kahlotus, Washtucna and Hooper, the train crosses over the long Cow Creek Canyon trestle as the UP line ducks underneath. As 170 progresses eastward, it climbs through Benge, and the tracks are almost totally inaccessible for the next 30 miles to Redna. At South Cheney 170 reaches the highest point on the old SP&S line at an elevation of 2292 feet. From here it's a 16-mile run to Spokane over the Spokane Division's First Sub through Marshall, where at one time the UP, NP, Milwaukee and SP&S tracks were all within a stone's throw, following the same canyon. Today BN tracks enter Spokane over a long, newly-constructed cement viaduct before finally reaching Parkwater Yard.

For the run west from Spokane, train 171

PASCO'S BIG SKY overlooks a mix of F's and Alcos in the engine terminal (above) on June 22, 1977. It was a railfan's dilemma whether to follow the F's east or the three RS3's west. In August 1978 two F's and a Geep led a short 176 (below) along the Yakima River near Parker. Soaring magnificently over the Burr Canyon trestle, a perfect A-B-B-B-A set—including remaining F3's———looked down on the Snake River northbound from Pasco to Spokane on 170 (left). This is rattlesnake country, so be careful!

regularly leaves Parkwater in the pre-dawn hours with the same set of power that brought in the previous evening's 170. Leaving Spokane, 171 travels west on the old NP route to Cheney where it becomes Portland Division's First Sub main line. Along this portion the chant of the covered wagons 567's can be heard reverberating off the pine forests where the distinctive exhausts of NP's Z-class articulateds once provided their own brand of syncopation as they raced towards Keystone. Further west the scenery changes as the pine forests are replaced with rolling plains and prime wheat country. 171 accomplishes some good highballing through this territory as it heads for Ritzville and Lind. West of Lind the Milwaukee main line crosses overhead as 171 begins a short climb. Much of this line still maintains the old NP upper-quadrant semiphores which provide an excellent frame for photographs. As 171 progresses west it continues to pass the many grain elevators of the rich Palouse wheat growing area. The train maintains excellent running speeds as it continues its descent to Pasco, picking and weaving its way through the rolling hills. Little change in the scenery is noted over the last 40 miles from Connell to Pasco as 171 passes through such interestingly named locations as Cactus, Mesa, Sagemoor and Glade before entering the yard limits at East Pasco.

Operating between Yakima and Pasco are trains through 175 and 176 which are switched at Yakima after their arrival from either Pasco or Auburn. Considerably less power is utilized on these trains east of Yakima as almost the entire run is made without encountering stiff grades. Three or four units are usually assigned to handle these two trains between Yakima and Pasco. The only grade is located between Vista and Kiona with the summit located at Badger.

These two trains don't operate on much of a schedule and may run at almost any time as traffic necessitates. Normal operations see 176 leaving Yakima after it has arrived from Auburn and been switched out; it makes the 90-mile run to Pasco in a few hours. The power from 176 is usually immediately serviced and sent back on 175, and substitutions are occasionally made in the power lashup. The same amount of power must be returned to Yakima as it will be needed on the run over Stampede to Auburn.

East of Prosser the Yakima River has carved a narrow canyon through the surrounding hills for a 15-mile stretch to Kiona. The best photos are available along this portion of the line. At Kiona eastbound 176 will begin its climb up to Badger where the power will have to do the only tough work on the run to Pasco. After reaching Badger the hogger can back off the throttle and set some air to ease his train downgrade to Vista, and into Kennewick where they join the Second Sub main line from Vancouver just before crossing over the Columbia River and entering Pasco.

With the closing of 1978, BN pulled a surprise move by reassigning helpers for westbound trains out of Spokane. The helpers consisted of a pair of covered wagon cab units. These two units work between Empire and Cheney, a distance of 14 miles, and have added a new and interesting facet to BN's operations in the Spokane area.

The future

The future is still bright for the fleet of aging warriors as BN continues to rebuild F's into 1979, and necessary repairs are completed to keep the wagons rolling into 1980. At this time there is only a single covered wagon in storage. With BN's increasing coal traffic, the demand for power is in a continual upswing, and with the Operating Department's positive view towards the F's, their future seems to be assured well into the 1980's. So if you want to catch covered wagons hard at work in every type of freight service EMD designed them for, pack your bags and head to Washington and feast your eyes on the Evergreen F's.

The RAILROAD Heritage

73 years of publishing history **by Freeman Hubbard**

You are reading a blend of RAILFAN and *Railroad* magazines. I was connected with the latter for nearly half a century, most of that time as editor-in-chief. It was launched in October 1906 as *The Railroad Man's Magazine* by debonair Frank A. Munsey, a onetime railroad telegrapher, tall and lanky, with a handlebar mustache. The magazine's office was in the slender-triangled Flatiron Building which was then New York's greatest architectural curiosity.

The magazine outlived two World Wars, a major Depression, the Korean and Vietnam conflicts and ten Presidents of the United States. It outlived also the steam locomotive in main line service and the self-styled "Standard Railroad of the World"—meaning the Pennsylvania—which employed my father for the best years of his life and me for a short period.

At first the magazine had 240 pages and sold for a dime, but its earliest issues had no pictures—not even on their standard red, white and black front covers—because engravings cost so much. *Railroad Man's*, like most of its contemporaries, had an advertising section segregated from the text matter.

In its birth-year almost 73 years ago, "Trust-Busting Teddy" Roosevelt, who regarded railroads as monopolies to be curbed and who called a distinguished rail magnate, E. H. Harriman, "a malefactor of great wealth," used his White House prestige to push through Congress the Hepburn Act increasing the ICC's authority and giving it power to set rates.

1906 was also the year of the San Francisco earthquake and fire. Joseph Easley, who later became *Railroad* magazine's most popular and enduring artist, was then employed as a carpenter helping to rebuild the devastated city. Likewise in 1906, according to "Raildates", the 1979 calendar and chronological supplement of RAILROAD MODEL CRAFTSMAN, the Pennsy built and standardized the world's first all-steel passenger coaches, Baldwin built the earliest 2-6-6-2 for the Great Northern and 2-8-8-2 for the Southern Pacific, Westinghouse brought out the Type E triple-valve airbrake, Pacific Fruit Express was organized, and the three-position, electric motor-equipped semaphore was introduced.

When Frank Munsey's brain-child first hit the newsstands, the rail industry was in its bright noontide. You might have thought it would stay that way forever, like the steam locomotive, the value of the dollar bill and the British Empire. In those days virtually everybody rode trains, steam and electric. Also interurbans and streetcars—including horsecars—and in New York the subway and elevated lines.

Some leisurely souls were still using horse-drawn omnibuses, stagecoaches and paddle-wheel riverboats. But no motorbus, Model T nor airplane challenged the steel rails, although a few high-wheeled horseless carriages of the "tally-ho" type were rolling along the cobblestoned, bricked, wood-blocked and unpaved city streets and country roads. An uncle of mine, who had one of those tall chariots, stabled it with his horse and buggy. He also owned, in 1906, Philadelphia's first public garage.

At that time there were no American rail fans indentifiable as such. Railroad employes and retirees eagerly bought the new magazine, especially after it was illustrated. They read it to learn about their industry and their jobs and to enjoy its occupational fiction, its authentic *True Tales of the Rails*, and *By the Light of the Lantern* (later called *Information Booth*), in which experts answered readers' questions. At its peak, the circulation topped 167,000. (But today, reviewing those early issues, you get the impression that much of the material, however timely and important it was then, is written in a "padded" and "dated" style.)

Much later, during the Depression of the 1930's, after I had become the editor, *Railroad* pioneered in launching the railfan movement throughout the U.S. and Canada. We encouraged our readers to ride trains, ship by rail, and photograph, buy, sell and swap pictures of engines, trains and other railroad subjects and to collect and exhibit railroadiana, both hardware and paperware. We assisted them in organizing local and national fanclubs, whose activities we chronicled, as well as railroad and trolley museums. We also created a wider market for railroad books, reviewed them and set up our own cut-rate book service. We sponsored fantrips and even a story-telling railroad feature movie, *The Return of Casey Jones*, written by one of our authors, that Monogram released to theaters all over the country. Thus, our editorial policies helped to set the stage for the present RAILFAN & RAILROAD, not to mention *Trains* and a few dozen other fan periodicals, printed or mimeographed.

My father's lifetime career in the PRR stronghold of Broad Street Station, Philadelphia, plus an uncle being confidential secretary to a Pennsy president, had got me interested in railroading as a job (I worked briefly in North Philadelphia Station), as a hobby and as a railroad journalist and book-author. I also had more than a little experience in big-city newspaper reporting and desk jobs.

In 1929 the carriers, besides their immense freight business, were operating some 20,000 passenger trains that proudly hauled 77% of America's intercity mass transportation, and it looked as if they always would. The railroads then had 198,411 route-miles—not counting yard tracks, sidings and double or multiple trackage—and 1,660,850 employes. That autumn, with the railroads' supremacy firmly established, and almost on the very day of the Wall Street crash, I hired out to the old Frank A. Munsey Company in downtown New York on City Hall Square near Brooklyn Bridge.

Munsey, a dramatic and powerful figure, had died and became a legend. Some of my co-workers, men and women, had been in his employ and remembered "the big boss" personally. From them I learned a lot about the founder of *Railroad Man's* Magazine.

Frank Anderson Munsey, born in Maine in 1851, did some railroad brass pounding, among other jobs, and moved to New York City in 1892. Besides authoring five now-forgotten books, he published a string of metropolitan dailies in several cities and national magazines, including *Railroad Man's*, yet surprisingly found time to write stories for some of them himself. A shrewd, cultured businessman and civic leader, he had an almost uncanny sense of what people liked. Dying in 1925, he left a $17 million legacy to the Metropolitan Museum of Art on Fifth Avenue. You can see his name there today as a benefactor chiseled into a granite slab at the foot of the white marble grand staircase which he helped to pay for.

His company's editorial manager, "Al" Gibney, who maintained that a busy editor should take time to sit back with his feet on the desk to cogitate, told me that his boss had been a slave-driver, quick-tempered, arbitrary and tight-fisted, as well as brilliant and decisive.

"Munsey," he stated, "scornfully referred to his editors as 'clerks,' using the English pronunciation *clarks*."

Munsey's successor, William T. Dewart, had the same general idea. When *Railroad's* editor-in-chief (I'll tell you about him later) resigned in 1930, the job was given to me, his associate, but Dewart never recognized me as the editor and never once conferred with me because he didn't want to pay me an editor's salary. This may be hard to believe, but he listed me as "Editor, none," in the Post Office statement that every magazine sent through the mail is required by law to publish once a year. For this, I took no end of kidding from the dear readers.

I learned from several sources that Munsey disliked having fat girls on his payroll and was likely to fire any of them on sight, for no good reason. Potential victims of his prejudice would make themselves scarce when they were tipped off that he was headed their way. One exception was a fine-looking woman, a friend of mine, who handled payment vouchers for *Railroad* Magazine authors and illustrators and met an accidental death under a subway train one morning on her way to work. She had been plump in Munsey's lifetime but was so pretty that she'd won the publisher's favor.

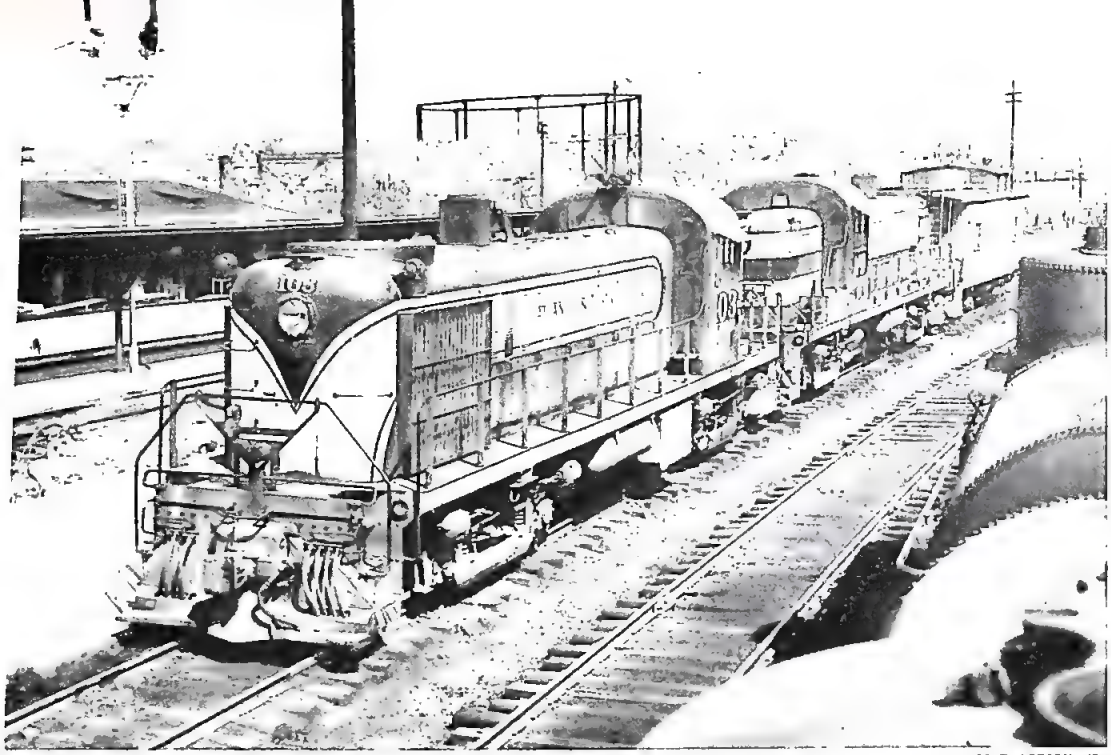
"He promised to raise my salary if I'd slenderize," she told me, "I did lose weight, but around that time Mr. Munsey died and I never got the raise."

Another of my colleagues, but briefly, was a slender, middle-aged and rather attractive woman writer. According to her own story—a "kiss and tell" feature in a New York tabloid—she had lived for years in Mr. Munsey's bachelor home. One October morning five years after his death, while working at a desk adjoining mine, she accidentally jabbed a pair of scissors into her right hand, making it a bloody mess. Not having a first-aid kit, I took her next door into the office of the company's secretary, a mild, elderly and very dignified English gentleman. He was horrified, probably thinking at first that I had gone berserk and attacked the lady. But he bandaged the wound, called a taxi and sent her home. I never saw her again. (To be continued.)

HENRY W. BRUECKMAN

HAS THE C5A BEEN AROUND THAT LONG? Not really. The combination of Sacramento Northern motor 654 under the wire and a Lockheed C5A Galaxy in the landing pattern for Travis Air Force Base was provided only a couple of years ago at the Bay Area Electric Railroad Association Museum at Rio Vista Junction, California.

Photo Line



CURT TILLOTSON, JR.

THE ATLANTIC & DANVILLE had just been bought by the N&W and renamed Norfolk, Franklin & Danville when black and white A&D RS2 103 and NF&D RS3 107 paused by the Southern depot at Danville, Va., in March 1960.

PASSENGER TRAIN NO. 1 of the Duluth, Missabe & Iron Range departed Iron Junction for Hibbing behind Pacific 402 in the early 1950's after making a connection with train 11 for Virginia. Both trains were gone by 1954.

MIKE RUNEY

APPROXIMATELY ONE HUNDRED photographers were on hand for the night photo session conducted by R&R's Jim Boyd at Cass Railfan Weekend on May 19, 1979. The final shot had Shays 5 and 4, Heisler 6 and Pacific Coast Shay 2 lined up at the wooden water tank.

DAN FI

IT'S MILLER TIME, as Cumbres & Toltec Scenic Railway rotary sno plow OY and Mikados 487 and 484 kick up the snow for the crews fil ing a television commercial for Miller Beer on March 15, 1979. T commercial is to be shown during football season this fall.

AL DUNTON

Transit Topics

THE FUTURE of the Chicago elevated "Loop" remains dim at this time, although a local architect, Harry Weese, is making an effort to save the two-mile-square Loop structure. A petition by Weese to the Illinois Historic Sites Advisory Council to nominate the Loop to the National Register of Historic Places was turned down by the Council.

Chicago City Architect Jerome Butler fought against Weese's plan claiming that if listed in the Register, the city's hands would be tied in improving transportation in the Loop area. According to the *New York Times*, he said, "The el is a dinosaur out of another era of transportation that doesn't fit into the picture for the future of Chicago".

Had the state Advisory Council approved the papers, the nomination would have been sent for approval to the director of the Illinois Department of Conservation and finally to the Keeper of the National Register of Historic Places. However, the Keeper of the National Register, William Murtagh, under the aegis of Interior Secretary Cecil Andrus, had already ruled last July that the Loop el was "eligible" for listing on the Register, which gave it virtually the same protection as if it were actually listed.

WASHINGTON'S METRO grew to 31 operating miles with the opening of a 7.5 mile line into Maryland last November. Additional lines will bring a total of 100 miles to the system centered in the District of Columbia, if federal and local governments can keep the money coming in. Congress has authorized funds in the new surface transportation bill, but the local agencies will still need to come up with their 20% of the remaining costs.

The new line, designated as the "Orange" line, extends to New Carrollton on the Washington Beltway and parallels Amtrak's Washington-New York main line. Amtrak will relocate its Beltway station to a site that will be connected by a short tunnel to the Metro line terminal. This should be completed by 1981.

THE DISASTEROUS BART subway fire on a train under San Francisco Bay last January has caused at least one other transit line running in an underwater tube to prepare for contingencies in the event of a similiar fire.

Port Authority Trans-Hudson (PATH), with two separate tubes under the Hudson River, will purchase and install emergency electrical equipment for tunnel radio stations and tunnel public address systems, replace old electric wiring with modern fixtures, improve egress and ventilation of emergency evacuation exits, upgrade tunnel ventilation facilities and replace seat cushions on all of its passenger cars with materials having improved fire retardant characteristics. The last program will be completed by next spring.

In the BART fire, it was the poisonous fumes from the polyurethane seats that choked riders and firemen, causing the death of one fireman. The Bay tunnel was closed until early in April when the Public Utilities Commission allowed service to be resumed on condition that, in addition to the motorman, BART places an employee trained in lifesaving, evacuation and other emergency procedures on each train.

Arthur C. Davis, Reseda, California, tells us that the PUC order also calls upon BART to submit within 90 days a schedule for removal of the highly toxic polyurethane seats, present within 180 days a plan for reducing fire risks from plastic material in the floors, ceilings and walls of the cars, and to submit reports on plans to train and drill employees on safety and emergency procedures.

BART lost almost $5 million in fares as the result of the halt of trans-Bay service from January 17th to April 5th.

PULLMAN, INC. is the latest to leave the field of passenger car building, according to Steve Scalzo, Park Forest, Illinois. George Pullman built his first car in 1859, and the name has been synonymous with rail cars since then. But decreases in car orders and most recent failures to successfully bid for new transit contracts resulted in the decision for Pullman and Pullman-Standard to leave the field.

Recent carbuilding contract losses included up to 60 new light rail vehicles for Cleveland, won by Breda of Italy, and 300 new rapid transit cars for Chicago, won by Budd Company with an option to build an additional 300. Budd walked away with this order for $133.3 million—about $440,000 per car. Pullman was the highest bidder on these at $248 million—$827,000 a car, nearly double Budd's price.

Pullman's car business has been minimal in recent years. Last year it amounted to only $30 million out of a total $2.6 billion in business for this diversified industry.

Would you believe that Pullman's demise may delay production of new cars for the South Shore interurban line until at least 1985, unless foreign cars are bought? That has happened, according to Prof. George M. Smerk of the Business Graduate School at Indiana University in Bloomington. Professor Smerk tells us that more than $600,000 has been granted by the Urban Mass Transportation Authority to the Northern Indiana Commuter Transportation District for preliminary work for buying new cars for the South Shore line. Other encouraging news for the South Shore says that the Indiana General Assembly is finally taking an interest in the line and has passed several bills that will provide funds to keep the line operating.

Last winter's heavy snows caused severe traction motor damage to the CSS&SB equipment built in 1926. Trains did not run for almost a week after the heavy January blizzards, and it was not until late in April that the regular schedule of 39 daily trains could be put in service again.

MUNICIPAL RAILWAY of San Francisco (MUNI) has proposed a Five-Year Plan for programming of its transit operations now that it has more light rail vehicles entering service and the Market Street subway nearing completion. According to Ralph Kerchum of Oakland, the key element of this program is the Market Street subway which will handle MUNI's five existing streetcar lines. A turn-around loop at Justin Herman Plaza will improve the efficiency and capacity of the new system, and the extension of the J-Church to the Balboa Park BART station is called for, both to provide for needed patron service and to reduce the costs of placing vehicles out of service from the MUNI Metro Rail Center. An extension from the MUNI Metro Embarcadero station to the SP depot is also recommended.

A proposed waterfront streetcar line, the E-Embarcadero, would run from the SP depot along the Belt Line tracks to Aquatic Park, then through the Fort Madison Tunnel into the Golden Gate National Recreation Area, terminating at the west portal of the tunnel. This would do much to alleviate congestion on the northern waterfront. Various older-model streetcars are being considered for this line, but definite choices will be proposed in future updates of the Five-Year Plan.

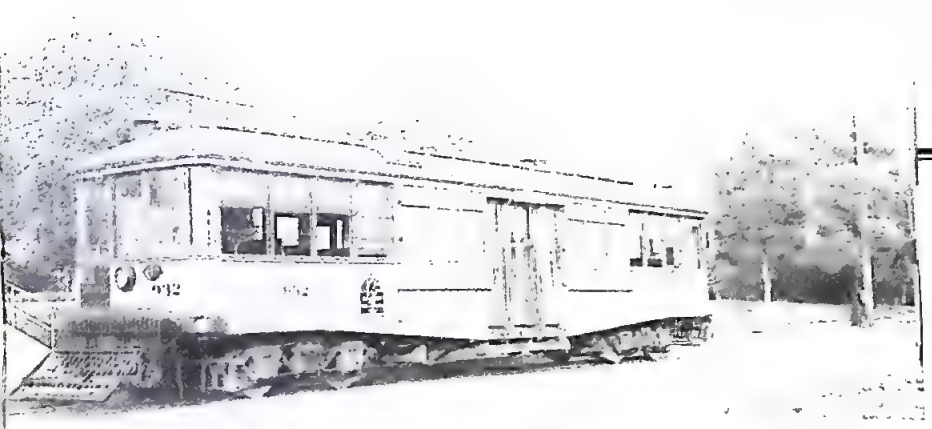
Two cable car extensions are also proposed: the 59-Powell & Mason to Taylor and Jefferson at Fisherman's Wharf and the 61-California along Market Street to the Ferry Building. A new route, the 62-California & Hyde, would link the present California line with the present Hyde line along existing cable car tracks from Jackson to California. By bypassing the Powell Street bottleneck, more cars could be placed in service to the northern waterfront.

For the record, April 23, 1979, was the first day of passenger service by light rail vehicles on the MUNI. Four cars provided shuttle service from Balboa Park station to West Portal using part of the K Line. Full LRV service is to begin on the N Line in August.

To aid in trackwork, MUNI borrowed back from the Bay Area Electric Museum at Rio Vista Junction former rail grinder car 0109. It's being used in the new Market Street subway.

AFTER 40 YEARS of municipal operation that began when The Milwaukee Electric abandoned passenger service on its Burlington interurban line, the 7.2-mile trolley freight railroad line operated by the Municipality of East Troy, Wisconsin, is in need of rebuilding, and to that end East Troy has taken bids that it is hoped will bring state and federal grants to keep the line running. Preliminary estimates are $575,000, according to the *Milwaukee Journal*.

The line is the town's only rail connection, interchanging with the Soo Line at Mukwonago, seven miles to the east; it is the lifeline for several East Troy industries. Although still strung with active trolley wire, the line operates with a small diesel locomotive that needs repairs. When the diesel is out of service it borrows a big electric locomotive from the collection of the Wisconsin Electric Railway Historical Society that operates in summers over the line under the name East Troy Trolley Museum.



STEVEN D. MAGUIRE

ORANGE EMPIRE RAILWAY MUSEUM has managed to acquire one of these Los Angeles "sowbelly" cars, one of the first types retired after World War II. Former-LARY car 936 was bought from a land owner who'd been using it as a dwelling. 932 is shown at the end of the "V" line in 1940.

The museum line pays the railroad 25% of its gross fare revenues up to $50,000 but is also allowed to deduct cost of ties and labor provided for its roadbed by museum members. The East Troy line was built in 1907 and is now the last surviving remnant of the once farflung interurban system of The Milwaukee Electric Railway & Light Co. system.

MEXICO CITY trolleys are on the way out—to be replaced with trolley buses, reports Steve Scalzo of Park Forest, Illinois. The Federal District converted six of the remaining routes early this year. These included the Circular Tour sightseeing tram numbered "0", a four-wheeled old wooden trolley almost 75 years old. Additional abandonments will almost completely convert the trolley lines by the end of the year. PCC cars purchased second-hand from Detroit and Minneapolis 20 years ago served the Mexico City routes.

WHILE MASS TRANSIT patronage declined in New Jersey and elsewhere last year, a record 41,750,000 passengers—the highest volume in more than a quarter of a century—traveled on the Port Authority Trans-Hudson (PATH) interstate rail system in 1978, an increase of over a million and a quarter passengers, or 3.2% over 1977 totals, according to a traffic summary by The Port Authority of New York & New Jersey. The substantial growth in PATH's passenger traffic last year is attributed to an upsurge in business in New York and growth in regional employment, according to Alan Sagner, Chairman of the Port Authority and its rail transit operating subsidiary, PATH.

"We are particularly encouraged," Chairman Sagner said, "at this significant increase in mass transit usage at a time when the energy crisis is becoming acute. It indicates a growing public acceptance of the advantages of public transportation as a means to combat fuel shortages and conserve limited energy resources."

In spite of PATH's traffic increases, representing ridership growth of almost 49% since 1963, the system's high deficits continue. PATH, whose fare of 30¢ per ride has remained unchanged since 1961, subsidizes each passenger trip by about $1.00, the result of its agreement with both states when it took over operation of the line on condition there would be no more increases.

PATH operates 1,094 trains on weekdays between Newark, Jersey City and Hoboken and terminals and stations in lower and mid-Manhattan. More than 300 trains are run on weekends. The system operates 24 hours a day, seven days a week.

LOS ANGELES City Council has approved a $175 million people mover system that could be operating in the city by 1983, we learn from Arthur C. Davis of Reseda, California. The 2.9-mile elevated system would run from Union Station to the Convention Center, linking these with the financial district and the Bunker Hill urban renewal area.

Also in the L.A. area we learn that the Angel's Flight incline line, dismantled a few years ago during urban renewal, may be restored to run again near its former location at Bunker Hill. Mr. Davis comments that he just can't figure out what goes on in the heads of the L.A. traffic experts. They have been considering a rail line from Union Station to L. A. International Airport and a subway line from downtown to the San Fernando Valley via Cahuenga Pass where once PE cars gave service. But the latest is a grant of $149 million to buy 1200 new buses!

THE BALTIMORE COLLECTION of historic streetcars, most of which is now at the Baltimore Streetcar Museum located on Falls Road in downtown Baltimore, once included a horsecar, number 129 that was used on display and in parades in the 1930's. This car was eventually sold, and only recently have the BSM members located it in storage at the Stony Brook Carriage Museum at Stony Brook, N.Y.

Negotiations have resulted in the purchase of this horsecar by the Baltimore museum, and it will soon rejoin the dozen or so other historic trolleys now operating there. Cost of the car plus transportation is expected to be about $4000. There are no funds in the 1979 budget of the museum, so interested persons are being asked for donations toward the cause. They can be sent to the Baltimore Streetcar Museum, P.O. Box 7184, Baltimore, MD 21218.

THREE FORMER BOSTON all-electric PCC cars that were sold recently to New York City as we reported in our May, 1979 department, were actually purchased by the Trolley Museum of New York and not the NYCTA, although the cars are apparently being stored on their property along with the first streamliner, number 1000, now being restored by Museum members at the Coney Island Shops. Phillip Hom of New York sends us this news and says the PCC cars will eventually be operated on Staten Island. We have no further details.

ARDEN TROLLEY MUSEUM at Washington, Pa., is extending its main line westward across busy North Main Street for a quarter mile to the Arden Fair Grounds. It's hoped that the new line will bring heavy passenger traffic between the museum parking lots and the Fair Grounds during County Fair week in August. According to *Trolley Fare*, bi-monthly publication of the Pennsylvania Railway Museum, the extension will cost $5000 but is expected to bring up to $2000 each year during County Fair week. *Trolley Fare* also reports that the last serviceable center door car on SEPTA's Red Arrow Division saw regular service on occasions during and after last February's snows. The 1923-built interurban was used to open up lines in the heavy snow, and later on, when many of the PCCs were out of service with motor troubles, it ran as a rush hour tripper.

SEPTA has authorized plans for rehabilitation of its 69th Street terminal in Upper Darby at a cost of $127,156. The study, to be completed within a year, is funded by the U.S. Urban Mass Transit Authority.

ORANGE EMPIRE Railway Museum at Perris, California, has been able to add a type of former L.A. trolley missing from its collection until the present, according to the museum's monthly *Railway Museum Gazette*. Known as a "sowbelly" because of its low-slung center door portion, this type car operated on L.A. streets from 1914 until 1947. Its configuration made it necessary to carry a conductor, dooming it to be the first major type phased out after World War II. This was a few years before OERM began collecting cars.

Ex-LARY car 936 had been used as a dwelling for many years; when the owners decided to clear the land, however, there were several parties in addition to OERM that wanted the car, so OERM had to pay $1500 for the well-preserved body. This, in addition to moving costs, has resulted in a request for contributions to be sent to Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370. Anyone sending $20 or more will receive a glossy 8x10 photo of a Sowbelly in service to be selected from a set of ten different photos.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

Doodlebug RPO

Keeping watch over the comings and goings of the old hometown branchline passenger train of 40 years ago was a mighty rewarding experience in itself, but the ultimate railfanning achievement was when I got a job in the train's RPO. Early on each weekday morning as the dawn's faint light began tinting the eastern sky over the southeastern Pennsylvania city of Coatesville, Reading train 701 stood in front of the sturdily built stone and stucco depot as she prepared for her 40-mile run over the upper portion of the scenic 64.7-mile Wilmington & Northern branch to Birdsboro, then along the Main Line to Reading. Even though the station was large enough to serve as a mainline facility and at its one end suspended high above the sidewalk hung a huge illuminated sign which proclaimed "Reading Lines - Coatesville" in big white glass letters, such luxuries were extravagant leftovers from busier times on the branch. For in this year of 1940, No. 701 was the only departure, and early that same evening No. 710, its counterpart, would be the day's only arrival. Running from nowhere to practically nowhere by way of absolutely nowhere, this was the typical branchline local of a bygone era, a slow-moving, unremarked and little known conveyance that served the grass roots level of the passenger trade. Nevertheless, it was operated to quality standards of modern equipment, was accorded First Class status in the timetable, carried a Railway Post Office and was always run on an on-time basis that equaled the performance of such sacred cows as the *Crusader, Queen of the Valley* or Williamsport-97.

Branchline plug runs on many roads were the natural dumping ground for elderly, dilapidated or obsolete equipment, but not so on the RDG where the W&N run was assigned a Brill heavy-duty gasoline-electric railcar and trailer coach of the late-1920's vintage. Unfortunately, these genealogical predecessors of the *Zephyrs* and E-units proved to be as balky and unpredictable on the road as were Brahma bulls at a rodeo, resulting in frequent and oftentime lengthy absences from service. The substitute train was a three-car, steam-powered consist having a passenger-baggage car, a full coach and an RPO-baggage car, in that order and supplied from the regular mainline pool of all-steel equipment. The motive power was a real gem, a neat and trim looking camelback Ten-Wheeler of the L5sc class, Nos. 597 or 601 doing the honors in the early 1940's. Although the birthdate of this class can be traced all the way back to Baldwin in 1902-03 as rear-cabbed, narrow-fireboxed bituminous coal burners having slide-valve cylinders and assigned to fast freight work, they were in reality much newer, thanks to the rebuilding magic of Reading Shops. The conversion metamorphosis to a light passenger hauler occured between 1917 and 1922 when, under the direction of motive power chief I. A. Seiders, new Wootten boilers were applied together with the center cab, superheater and piston-valve cylinders. The driving wheels were 68½ inches in diameter, steam pressure was 200 pounds, the tractive force was 33,630 pounds, and they could run at better than 60 m.p.h. where operating conditions permitted (which was not on the W&N). This class of 15 engines—five of which were subsequently sold to the Jersey Central—was used chiefly in local work on the Newtown and Bethlehem branches as well as out of Reading and Harrisburg on various local assignments.

Since Coatesville was also located right on the Pennsylvania Railroad's mainline 38.6 miles west of Philadelphia's old Broad Street Station, the city's rail passenger business for all practical purposes belonged to that road, and it was doubtful that very many of the good townsfolk even knew that the little Reading train existed. In addition, its existence was not and could not be dependent upon its meager passenger revenues, because the basic purpose of 701/710 was the RPO mail contract, and the train was finally discontinued in 1949 only after the mail run was canceled. For the few who did care to ride, the enterprising Reading offered a special rate that was probably the biggest travel bargain in town: a one-day roundtrip excursion ticket priced at $1.00 for the 80-mile journey, and this compares with the regular one-way fare of 95 cents!

Promptly at 6:13 a.m., No. 701 would ease away from the depot, slip beneath the 90-foot high stone arch bridge that carried the Pennsy mainline across the Brandywine Creek valley and begin a laboring pull up a seven-mile grade of 1% where the "night buck" freights, pulled by I8sb camelback Consolidations, were rated at only 1900 tons (30-40 cars) and were pushed by an 0-6-0 yard goat. At a speed of 30 miles an hour, 701 bounced and heaved her way around seemingly endless curves as the cinder-ballasted single track meandered almost aimlessly in its search for isolated and remote country villages. Up the twisting Brandywine valley and over the Welsh Mountains went the little train to Birdsboro, where the Schuylkill River valley and Main Line were entered for a fast 9.3-mile run to the city of Reading. Immediately upon arrival at Reading's Outer Station at 7:50 a.m., the RPO car was changed, the conductor signed the train register at the Reading "D" (dispatcher's) office, and almost like magic 701 became train 901 for the Reading & Columbia branch to Lancaster.

With two railroads passing through my old hometown of Coatesville, I was a busy 18-year-old railfan in 1940, and while the little W&N varnish was a quaint and unique experience, the really big show was literally

PHOTOGRAPHY: BERT PENNYPACKER

READING BRILL MOTOR CAR 4067 is ready to depart Coatesville as Train 701.

worlds away in concept on the PRR's busy Philadelphia Division mainline where upwards of 130 trains—half of them passenger—could be seen each day. The electrification to Harrisburg was but two years old, and I kept watching for new GG1's which were being built, while the boxcab and modified P5a's were hauling both freight and passenger consists and the huge M1 4-8-2's were still running through town.

Coincident with all these activities, I was able to interject myself after a fashion into the local rail operations by working on the mail truck that plied between the post office and the railroad stations, an activity that helped earn me some very privileged acceptance on the Reading train, as we shall see shortly, and also the job of RPO helper clerk during the Christmas mail rushes of 1941 and 1942. This text is a composite account of the experiences of both years, and since the doodlebug train was being used in 1941, it is best to begin with a description of its characteristics and operating equipment.

Being one of 15 assorted rail motor cars acquired by the Reading in the 1920's, the W&N train, to me, seemed like a mechanical marvel of her time. And indeed she was, but in comparison to today's highly-sophisticated diesel technology, that vintage railcar was quite crude and literally a great-grandaddy to the likes of an EMD Dash-Two. The motor train was built in May 1929 by the J. G. Brill Company of Philadelphia and consisted of motor car 67 (later renumbered 4067), having RPO, baggage and passenger sections; coupled on behind was trailer coach 90. The standard 75½-foot Brill motor car was an 80-ton heavyweight, built like a steel battleship of the rails. Her 15-foot RPO section had a capacity of 5000 pounds, the baggage section could carry 9000 pounds and also housed the oil-fired steam heat vaporizer unit, while the coach section had black leather seats for 30 passengers. The car was, of course, bi-directional with operating cabs, headlights, bells and air horns at both ends. The lightweight trailer coach was rather short, measuring but 56 feet 8 inches in length; it had plush-upholstered seats and carried 73 passengers. This car had but one operating end, its blind end being coupled to the motor car.

Mechanically speaking, the motor car had twin engines totaling 500 horsepower, enough muscle to pull two additional cars over 1% grades without affecting the on-time performance. The two gasoline engine/generator power sets, mounted lengthwise and side-by-side in the motor room, faced in opposite directions because of the generator width. The engines were six-cylinder, four-cycle Brill-Westinghouse model 250, each delivering 250 horsepower at 1100 r.p.m. The cylinder dimensions were 7¼ x 8 inches. The car had B-B trucks and four Westinghouse 569CB4 traction motors having an hourly rating of 230 horsepower each. Brill cars were readily distinguishable by their high-arched roofs and fin-and-tube radiators lying flat on the roof above the motor room.

I anticipated that my temporary RPO job would be a picnic because I had absorbed much knowledge about mail handling and post office work through my part-time job of handling mail between the Coatesville post office and Pennsy or Reading stations, plus loading the trains. Then too, there were frequent rides on the Reading motor train where I could usually be found up front with Sam Rice, the engineer, or in the RPO with Andy Martin, the regular clerk. The brakeman, Howard McMullen, who knew I was aboard, always came looking for me to collect my fare, and from the gruff tone of his voice when he asked "Do you have your transportation?", I always figured that he resented having to run all over the train to find me.

The three-man Reading train crew consisted of the engineer, conductor and brakeman; a fireman was, of course, added when a steam train with a Ten-Wheeler camelback replaced the doodlebug—a frequent occurence because those gas-electrics could become as cantankerous as a stubborn mule.

Engineer Sam Rice, with his sharp-as-a-razor pen knife in hand, liked to whittle upon small sticks of wood as he sat in the cab awaiting departure time. He'd fashion little pieces of wood that could be inserted into the throttle lever of the doodlebug, depressing it so that human pressure would be unneeded to keep the deadman control from being activated. One day, the stick slipped out of place, followed instantly by a complete engine shutdown and the hiss of an emergency air brake application.

"That damn fool and his stick of wood!" raved brakeman Howard McMullen, who stood nearby on the station platform. "If that had happened while we were running, he could wreck the train."

I smiled and agreed with him, but laughed to myself as I thought how much more excited McMullen would be if he knew that Sam, indeed, used the stick while running. Once while I was riding in the cab, Sam inserted the stick and told me to "look after things up here and jump back if an auto comes through the front door." Then he disappeared rearward to make a mechanical adjustment while I stood behind the empty engineer's seat and watched the train run itself!

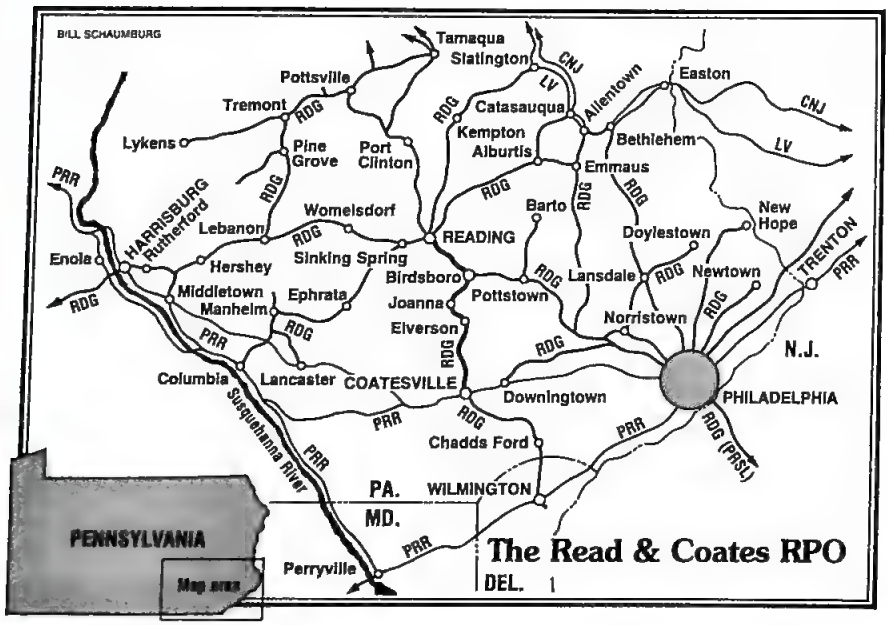
These unofficial rides in the RPO were highly unusual, since this was perhaps the one place on any railroad where outsiders, including even railroad men, were strictly out of bounds. Andy Martin, the regular RPO clerk, was a friendly and likeable chap in his late 50's, but for reasons unknown to me, others had little respect for him, although it was rumored that he had been relegated to the W&N plug run because he had not done well on two other routes. All this seemed to have some factual basis when he told me that he had applied to have his son as his two-week Christmas helper, but Mr. Springer, the chief clerk in Philadelphia, had accepted my application instead. And then there was the train crew who grew tired, apparently, of waiting for Andy to finish up and get off the train at Coatesville. He'd keep running his eyes over the pigeonholes in the letter case to be sure he had not left any letters. One evening, the crew decided to teach him a lesson and pulled out of the station while Andy fiddled around in the RPO. They took him a mile down the tracks to the engine terminal and he had to walk back. However, the next time the crew pulled this trick, Andy yanked open an emergency air brake valve and stopped the train right on the Lincoln Highway grade crossing—where it stayed for 20 minutes while the crew tried to release stuck brakes and while a monumental traffic jam, even for 1940, ensued in center city.

The 15-foot RPO section of motor car 67 had a standard 150-pigeonhole lettercase built across the rear bulkhead, and the car's left side wall supported a 12-bag steel rack where the open-mouth pouches were hung. The right wall was blank because it was not the car body wall but a divider for a walk-through passageway. This narrowed the RPO width and gave me, as helper, no place to work but on the floor. Ahead of the side loading doors were several storage stalls, a toilet and wash basin. To the uninitiated, stepping into an RPO "cold" would present a dizzy kaleidoscope of unknowns to absorb, such as pouches, sacks, directs, working mail, facing slips, etc. But Andy Martin knew that I needed little instruction, so he

Doodlebug RPO

handed over the key for the mailbag locks, said that he'd handle the lettercase, cautioned me to be careful not to overlook any reds (registered mail was called "reds" because of a red card attached to each piece) and turned me loose with just about everything else. I even knew the pouch list and station rotation but was a bit clumsy about hanging a neat pouch on the rack and not always careful to place large envelopes tightly against the sides of the pouches.

Andy may have been slow, but he was fussy and neat. No waste dared be dropped on the floor, it went into a special trash sack; the pouches had to hang just so on the rack; there was a special small container for locks; and one corner of all his mailbag labels would be bent back to keep them from sliding out of the metal holders.



My routine began at the loading door where, for example, we went on duty 30 minutes in advance of the leaving time from Coatesville. Direct sacks were stacked, in station order, in the storage stalls in such an interlocked manner that they would not tumble over as the train rounded a curve. As each station was served, the sacks for the next were pulled out and placed in the doorway. Working pouches and sacks, addressed to "Read & Coates RPO," were tossed to the rear and opened. I handed working packages of letters and reds to Andy while distributing direct letter packages to the pouches. As we neared each station, Andy tied out the proper mail from the lettercase and tossed it into the pouch which I then removed and locked up.

Just to show how the Railway Mail Service was set up and scheduled to provide the fastest possible service, Read & Coates each morning handled two Reading direct pouches that came from New York and were dropped off at Coatesville "on the fly" from New York to Pittsburgh train 13, running on the Pennsy mainline. This transfer put the mail into Reading at 7:50 a.m.; a Philadelphia transfer would have delayed arrival in Reading until noontime on Reading Main Line train 5. That drop-off from "NY & Pitts 13" at Coatesville, at a speed of 75 m.p.h. and often consisting of as many as six pouches, had its hazards as a pouch would sometimes bounce back and be cut up under the train wheels. After this sad and costly incident had happened several times, the Railway Mail Service ordered PRR to slow down to 35 m.p.h., and at that speed the RPO clerk could almost hand us the pouches as his car went slowly past.

Promptly at 6:13 each morning, Sam Rice notched out the throttle, the twin engines roared to life and train 701 edged away from the Coatesville depot on the long 1% grade up the twisting Brandywine Creek valley where the W&N bridges the stream three times in a half mile. The train had eleven mail stops to Reading, and I was a bit nervous about having each pouch locked up and ready as we arrived at each stop. The train rocked along at no more than 30 m.p.h., and I could feel the car floor twisting around the curves under my feet. Most stations were at grade crossings with neatly painted wooden station buildings nearby. Car 67's engines roared and then idled, and the traction motors could be heard humming as rail joints clicked away under rolling wheel treads.

The air horn blared incessantly as we made stops at places like Wagontown, Suplee, Joanna and White Bear (where mail was delivered for Scarlet's Mill post office). Missent mail is the bane of good service, and we got our share for Morgantown, W. Va. (I wonder how much *they* got for our stop of Morgantown, Pa.?). And once or twice, I missent a direct letter package to a local post office. We'd get it back on the next trip, and if Andy saw it, he'd say "I wonder how that got in there?" I'd admit my error.

Train 701 entered the Main Line at Birdsboro, and we were tied out, locked up and washing our grimy hands as the train heeled to the sweep of the big horseshoe curve at Neversink Mountain. We'd arrive at the Reading Outer Station at 7:50 a.m., and our conductor would walk to the dispatcher's "D" office in the station to sign the train register. After a ten-minute layover, our train was scheduled to depart as train 901 for the 41.9-mile run to Lancaster. However, our work was completed and the "Read & Lanc" RPO took over, working in the 30-foot RPO section of a standard 68-foot baggage/mail car which a tiny 0-4-0 camelback pushed toward a coupling with the rear of the motor train. Across the station platform stood Tamaqua-Philadelphia train 2 with a handsome, gold-striped G1sa Pacific on the head end. The train carried a Williamsport & Philadelphia (Wmspt & Phila, or "Willy & Philly" as the clerks called it) RPO car.

Our RPO dispatched pouches direct to trains 2 and 901 as well as the station transfer clerk who worked and dispatched pouches among the five RPO routes serving the station. As I unloaded our car, Andy signed over his reds to the transfer clerk who had the ten-minute layover time to scurry about and meet the RPO's on trains 2, 701 and 901; then it was back to his cubbyhole room in the station to sort mail for the next arrivals. In addition to the three RPO's mentioned, Reading was also served by the "Allen & Harrus" (Allentown-Harrisburg) and "Read & Slat" (Reading-Slatington).

Much of my 9½ hours layover time in Reading each day was spent in soaking up the flavor of Pennsylvania Dutch railroading and particularly the goings-on about the famous Outer Station, which was built in 1874 by chief engineer William Lorenz. In order to avoid complicated trackwork and switching as main routes converged upon the station site from four directions, Lorenz located his station along the Main Line side of a junction wye, each leg of which became a wooden-planked passenger-loading platform with long shed structures covering each platform and two adjacent tracks. By 1941 there remained little of the ornate architectural motif, resembling a German castle or fortress, for utilitarian simplicity had taken its toll through the years. Even so, the extremely well-cared-for property retained its lofty, four-sided clock perched atop the roof, the high ceilings, solid oak doors and off arrangement of hallways and rooms which bespoke the long-vanished Victorian era to which this building belonged. And in true Reading tradition, the large plaza flower garden featured the diamond-shaped herald with the words READING LINES spelled out in growing plants.

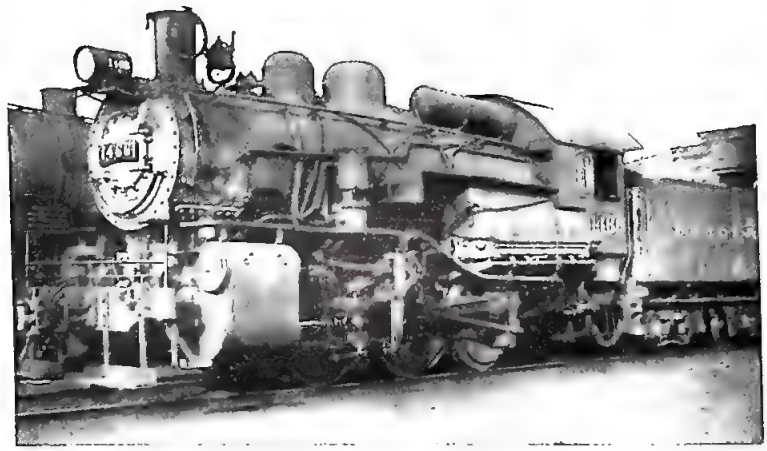
Several times a day, there occured four-way meets of passenger trains as they arrived almost simultaneously from each direction. Each platform became a beehive of activity as baggage carts trundled about with mail and Railway Express, passengers changed trains, and the locomotives loaded

water through long canvas sleeves attached to the standpipes to prevent the splashing of passing passengers. The Wootten-boilered Pacifics of two Main Line expresses faced each other with double crossover switches in-between. The Jersey City-to-Harrisburg *Harrisburg Special* stood on the Lebanon Valley wye side with a huge Jersey Central G3s Pacific thrusting her Elesco feedwater heater westward as if anxious to be on her way, while a once-celebrated P5sd camelback Atlantic had slipped into the Reading & Columbia wye side with a three-car Harrisburg-Allentown local (she had to back out to resume her trip).

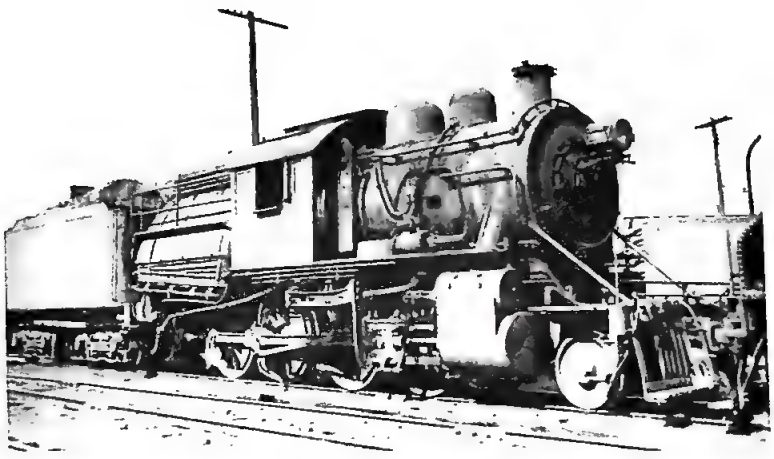
I found that the Reading in 1941 presented a curious amalgam of the quaint, the homespun and the modern. Hall (or banjo) signals were in common use, and most switches about the Outer Station were hand-operated—the switchmen's shacks being tall, six-sided affairs with decorative round knobs atop their roofs. Hundreds of camelbacks still dominated the locomotive roster; there were no 4-8-4's, no G3 Pacifics, only a handful of diesel switchers. Road engines still carried oil marker lamps up front on their smokeboxes, the Pacifics were still hand fired, and deluxe coaches—rebuilt by Reading Shops—carried the words "Reclining Chair Car" in big gold letters below the windows. Inside, these coaches had, on their end bulkheads, large full-color drawings of early Reading locomotives such as *Old Ironsides,* Matthias Baldwin's first locomotive (1832); the *Rocket,* built in London by Braithwaite Milner & Company (1838); and *Gowan & Marx,* a remarkable 4-4-0 built in 1839 by Eastwick & Harrison of Philadelphia. Two years later, she pulled a 101-car coal train weighing 523 tons at an overall speed of 9.8 m.p.h. over the Main Line from Reading to Philadelphia.

And yet, while surrounded by all these leftovers of a passed era at the Outer Station, I could walk over to the Lebanon Valley platform and see the world's largest Santa Fe types clanking by in gold-striped splendor, or I could gaze upon the Reading's largest and most powerful steam power of all time, the hulking N1sd 2-8-8-2 which often laid there while waiting to push an eastbounder up Temple Hill. And from the Belt Line at the edge of town could be heard the lonesome banshee whistles of mammoth I10sa Consolidations as they pulled 125-car coal trains.

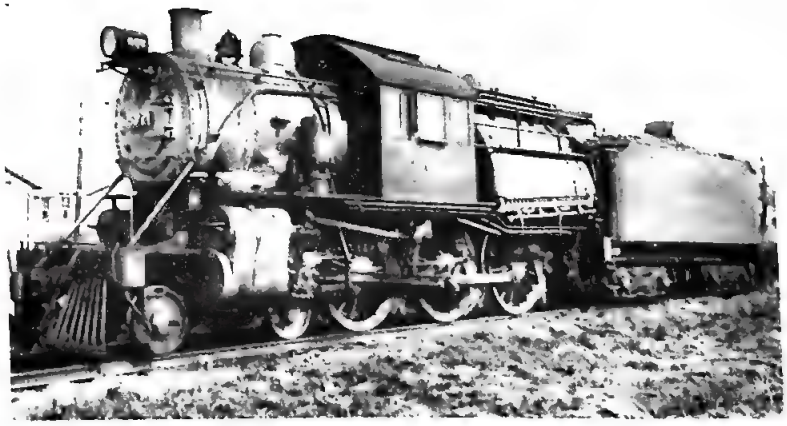
Our return trip from Reading to Coatesville began in a hectic manner. Since the motor train came from Lancaster, we could not enter the RPO unti it arrived at 5:15 p.m., which meant no terminal time. We climbed aboard, a big load of mail came through the door at our heels, and before we were organized, the train would be off and running at 5:25. There were 9½ miles and 20 minutes to Birdsboro, the first stop. On my hands and knees, I worked feverishly on the floor to work off the mail. Andy propped himself against the counter of the lettercase and flipped letters into the pigeonholes—he never used header guides, as he employed perhaps 50 of the available 150 slots. As the train swayed along with its motors roaring, I



AN 0-6-0 GOAT pulled motor train 701 through snow in December 1941.



TYPICAL FREIGHT POWER on the Coatesville line were I8sb 2-8-0's.



597 WAS THE REGULAR ENGINE when steam handled the Read & Coates run.

Doodlebug RPO

sweated as I struggled on the floor and thought about the magazine ad showing an RPO clerk looking out the car door enjoying the scenery. The ad said, "Travel for Uncle Sam, learn to be a Railway Postal clerk." Yes, it really looked glamorous, but not from my position on the floor!

Wham! The thud of air almost seemed to rock the motor car and I jerked upright from my kneeling position to see the fleeing lights of a northbound passenger train. "95" hollered Andy, which made me realize that in a matter of several minutes we'd be receiving a pouch from this train's "Wmspt & Phila" RPO at the Birdsboro station stop—just another example of how the RPO network was set up to provide literally thousands of similar daily connections. Andy and I usually managed to end up on a neck-and-neck basis in our race with distance and time to Birdsboro, and while loading at the Main Line station I always kept a lookout for the thrilling sight of 97, the galloping Williamsport "flyer," which came around the curve and sailed by with the thundering exhaust from her big G2sa Pacific sounding like an explosion. The red marker lights on her parlor/diner flicked by and she was gone, but at Port Clinton she'd catch up to 95 and, in a consist shuffling maneuver, would take over the RPO car while most of 97's cars went to Pottsville. (In earlier years, trains 92-97 rated a specially-painted blue Pacific, 201, and ran nonstop south of Reading.)

From Birdsboro, we rocked and rolled down the W&N's curvacious line on an easy run to the arrival in Coatesville at 7:04 p.m. Including both morning and afternoon tours, we had worked a total of only four hours, for which we received eight hours pay.

I awoke one morning to see a howling blizzard swiftly burying Coatesville's streets under fluffy white snowdrifts that kept expanding like rice in a pot of boiling water. Arriving at the Reading depot, I found my dependable gas-electric train there as always, except that she looked more like a ghost train standing journal-box-deep in snow, her bright lights creating weird shapes and shadows across the irregular outside whiteness. Something seemed to be missing, for her engines stood silent—and wasn't there a steam locomotive coupled up front? A quick investigation identified the 1469, a B9a 0-6-0, her firing deck wrapped in storm curtains and arched windows closed to seal the cab from the elements.

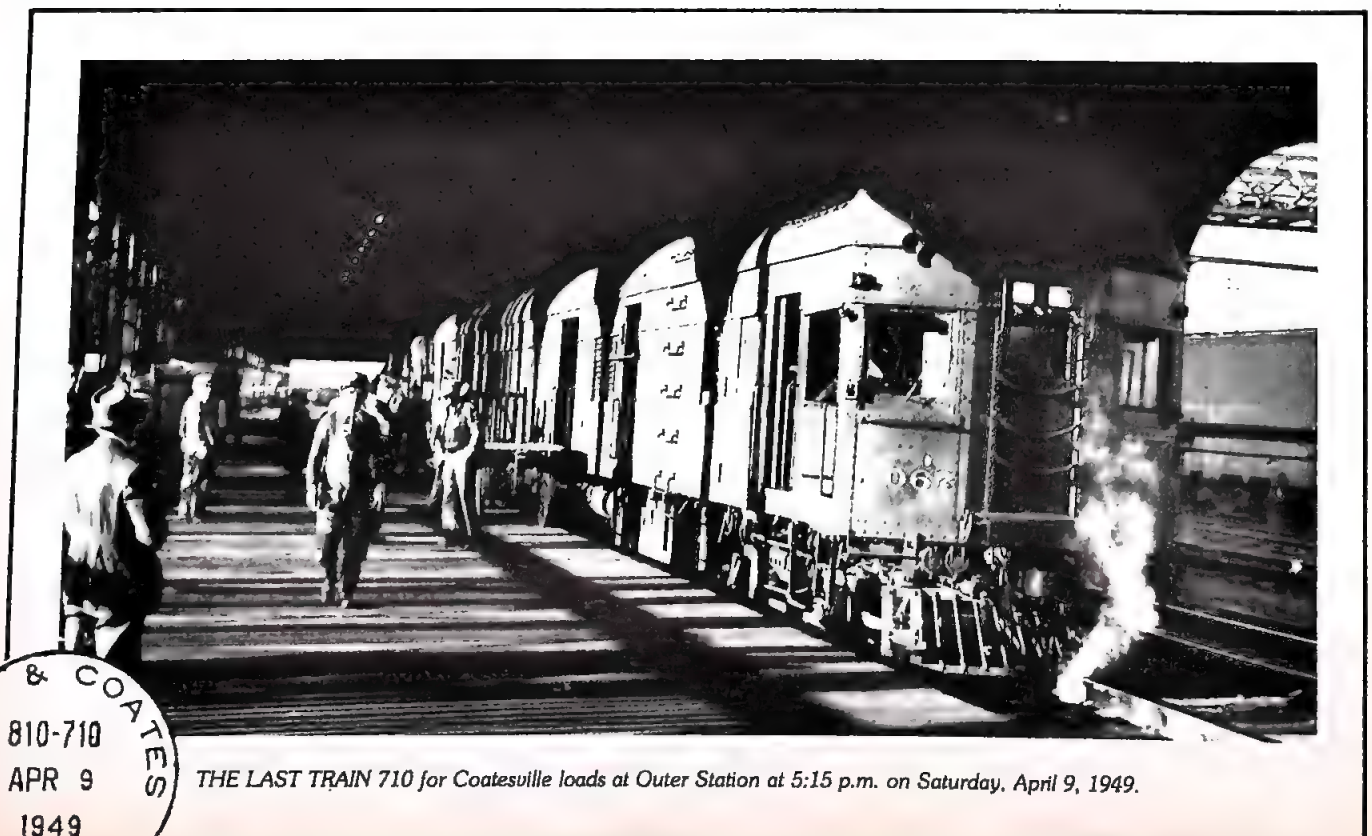
"What's going on?" I queried engineer Sam Rice, who had just alighted from the cab.

"The radiators are frozen on the gas car and we can't start it up," he explained, then smiled as he finished the story. "We're going to Reading with the switch engine."

Well now, this turn of events, to me, bespoke of high adventure which I'd share, and I could hardly wait to get underway. The Coatesville engine terminal was staffed only with 0-6-0's, and such a hog was the only choice. To wait for a larger relief engine would delay the heavy Christmas mail movement, especially because the Read & Lanc RPO was also waiting for our train and crew. The famous Postal Service motto ran through my mind, "Neither rain nor sleet nor snow . . .".

Having no air communication signal, the conductor swung a fancy highball with his hand lamp, the 1469's shrill whistle blasted twice, and we were chuffing out of town at perhaps half the normal speed of 30 m.p.h. I knew we were in for a long, slow ride. Sam had once told me that he didn't worry how much an 0-6-0 rocked and swayed, but when she bucked back and forth, the danger point of derailing was at hand. Sam's slow and safe gait afforded us almost endless loafing time in the RPO, and I listened as the little steamer seemed to struggle through drifts, her soprano whistle screaming at each grade crossing. On and on we chuffed through the half-light of a day dawning with lead-gray skies showering whiteness everywhere. There were stops at Elverson and Birdsboro to load water into the small tender.

Our train dragged into the Outer Station nearly two hours late. We had won out over the rugged elements, and the mail had once again gone through. But it had cost one motor train which was headed for the shop, and in its place we'd be getting a steam train that afternoon. The steam train, in fact, stood right there on the second track from the platform when the 1469 pulled us into the Outer Station. Ten-wheeler 579, an L3se camelback, was coupled to a passenger/baggage car, a full coach and a baggage/mail car just waiting for our train crew to arrive



THE LAST TRAIN 710 for Coatesville loads at Outer Station at 5:15 p.m. on Saturday, April 9, 1949.

and take her to Lancaster. (We never saw the motor train again that year.)

That afternoon, of course, we switched to a standard baggage/mail car just like those used by the Read & Lanc and Wmspt & Phila which, at 201 miles, was the Reading's longest and busiest RPO. The change afforded numerous advantages that hadn't existed in the motor train. Our car, placed near the south end junction switches on the Main Line side, was available an hour in advance of departure time, which allowed us ample terminal time. Being hooked onto a station steam heat line, it was toasty warm and gave us 30 feet of working space (the Railway Mail Service still paid for only 15 feet) which seemed like moving into a ballroom. The lettercase was larger, mailbag racks stood on both sides (even though we still used but one side), the car had much more stall storage space, a catcher arm hung on one wall and—glory be—I had a nice big and smoothly varnished wooden table to work on.

We worked up the mail and loafed. Then Andy pointed out the righthand window and said, "She's in over there," meaning that our train had pulled in from Lancaster. The locomotive uncoupled and switched off the Read & Lanc car, then backed in and picked us up. As we left Reading, I had time to enjoy the ride for the first time and watch the Christmas lights and brilliantly lighted shop windows as we thumped across the trolley tracks at Penn Street. The old style Reading passenger whistle sounded nice, too, and I could even agree with that "Travel for Uncle Sam" ad in the magazine.

Several days after the big snowstorm, I reported for work as usual at Coatesville, but Andy had not been seen, either at the post office or by the train crew. The daily load of mail arrived from the post office, and I worked through a few unlocked sacks of magazines and newspapers. Still no Andy, and departure time was fast approaching. He arrived at the last minute, teetering uncertainly as he zig-zagged along and climbed with great difficulty into the RPO where he plopped himself down on a stool at the lettercase and held bowed head in hands with his bent elbows resting on the counter. "Wow, am I in a spot," I said softly as sweat began to moisten my brow and I thought of the tales about Rule G violations that I had read in *Railroad* Magazine. Was he sick, or . . . my racing thoughts recalled that Andy said he was going to attend a Christmas party the previous evening at the local Moose lodge, and I was now absolutely positive he had done just that.

Andy handed me the mail key, and I dove into the pile of pouches awaiting attention at my feet. But I was licked almost before the first lock clicked off the first pouch, for the train jerked into motion. The train crew had, for obvious reasons, made themselves scarce. I worked off as much mail as I could, threw aside working packages and reds, locked out pouches as we came to each stop and kept a wary eye on Andy, who didn't budge off the stool for one moment.

As the train neared Reading and the pile of unworked mail mounted, Andy roused himself from the stool and began to laboriously sort a few packages of letters into the pigeonholes. This effort was aimed at getting together a small amount of mail for dispatch in pouches to trains 2 and 901 as well as the transfer clerk, for it was a Cardinal sin, punishable by dire circumstances, to miss a pouch dispatch. Upon arrival at the Outer Station, we stayed in the RPO as it was switched from the train and onto a side track. Andy seemed less groggy by this time, and he worked up most of the mail, then pulled a surprise when he said that we'd leave it in the car. He locked the two side doors from inside, and as we left by the end door he placed a mailbag lock on that one and handed me the key to hold. I should have refused the key, as it was against regulations for a non-certified clerk to have a key in his personal possession, but being a greenhorn, I accepted it without question.

Ordinarily, this small incident could easily have been overlooked, but Andy had few friends and no one apparently had any idea of keeping quiet and covering up. Or, perhaps the unattended RPO with mail laying in it all day represented too much of a hot potato to just let go without an official report, for if anything happened to it during the day, many heads would roll among those responsible. Someone (and I strongly suspected the transfer clerk) telephoned Mr. Springer, the chief clerk, who arrived on the scene on train 7 from Philadelphia at 3:00 p.m.

As I arrived at the station that afternoon, the transfer clerk requested my presence in his office where I met Mr. Springer. He treated me very politely, and from his opening remarks, it wasn't difficult to realize that he knew all; I figured that he had even been to the RPO car to inspect the mail left therein. I was further astounded to learn that he apparently knew I had Andy's mail lock key, even though I'd believed no one had seen him give it to me. After this overwhelming information assault, probably delivered with clever psychology in mind, my thoughts reeled as I realized the futility of trying to slide out of this one by denying things or lying to try and save Andy's hide.

"What time did he come on duty?" asked Springer.

"Less than ten minutes before leaving time," I replied.

"Did he appear to be intoxicated?"

"Well, he may have been," I hedged reluctantly, growing uncomfortable as I shifted nervously in my chair. Then Springer bore down hard:

"Just tell the truth, son. Was he staggering? Did you smell liquor on his breath? Did he speak clearly?" To this broadside of lethal queries, I had to say that he staggered and mumbled, after which I was asked to explain exactly what work I had performed and was then thanked for my assistance. While being greatly relieved at being excused, I also knew that I had been trapped into being an unwilling hatchet man. On the other hand, like it or not, such goings-on were necessary for the good of the Service, for that is what really mattered.

Andy finally arrived, I unlocked the RPO car and we went to work. I could see that he must have had a rough inning with the Springer inquisition, for the poor fellow acted like a beatan dog with its tail between its hind legs. Then the chief clerk walked into the car and Andy began to furiously toss direct packages from my table into the pouches.

"Stop that!" barked Springer sternly. "We're paying your helper to do that work, and your place is at the lettercase."

"Yes sir," mumbled Andy in complete submission.

Springer observed our work for about 15 minutes, and even I breathed a sigh of relief when he departed rearward to a comfortable coach seat and undoubtedly a question-and-answer session with the train crew about that morning's activities in the RPO. I learned later that the crew steered the course of complete safety by claiming they had not seen Andy that morning, something that I, of course, could not have done. I also learned that Andy blamed his staggering gait upon the swaying and rough riding qualities of the train. Since I had been the only witness to testify about the intoxication charge, that was dropped—for which I felt relieved. But they did nail him on charges of leaving mail in an unattended car and letting me hold the mail key. Demerits were handed out and resulted in Andy being reduced two pay level grades, which cost him several hundred dollars in yearly pay.

Upon completion of my final trip as an RPO clerk, Andy shook hands, thanked me for my valuable assistance and said that I had been a very good worker. I felt ashamed and embarrassed about it all and could barely manage a faint "thank you." Upon two occasions during the next couple of years, emergency substitute clerks were sent to man this run. Since they were completely unfamiliar with the run—and one seemed to be actually scared at the prospect—I volunteered to go along and "supervise" operations, for which I received heartfelt thanks. If Springer had gotten wind of that, more heads would probably have rolled.

Finally, on April 9, 1949, the train and its RPO were making their last run from Reading. The brilliant late afternoon sun shone under the trainsheds of the Outer Station and illuminated the Japanese pagoda sitting atop Mount Penn on the distant eastern horizon as motor train 4067 stood ready to leave town for the last time. The RPO had been combined with the Read & Slat and was then known as the Slat & Coates. Every seat of the train was occupied, perhaps making this the most profitable trip in the little train's history. Brakeman Howard McMullen, whom I had always considered to be an old sourpuss, suddenly became a public relations man extraordinary, for he began ripping the gold buttons and Reading diamond emblems from his uniform coat and handing them to passengers for souvenirs. "I'm going into freight service and won't need the uniform anymore," he explained to the astonished recipients.

The 2-10-4's of Tubarão

by Mike Eagleson

WITH ADDITIONAL DATA FROM RONALD N. JOHNSON

Brazil's Dona Teresa Cristina Railway has the most U.S.-looking engines you'll find today.

If there's a steam railroad in the world today that looks like the U.S.A. in the 1940's, it would have to be the Estrada de Ferro Dona Teresa Cristina—the only thing "foreign" about this railroad is its name and location: Brazil. The locomotives' origin, appearance and style of operation is strictly American. With 14 Baldwin and Alco 2-10-4's as its primary motive power, this 100% steam meter gauge coal road is definitely one of the world's ten best steam centers for the U.S. railfan.

Strung out along Brazil's Atlantic coast about 600 miles below Rio de Janeiro, the railroad—named for the wife of Don Pedro II, Brazil's longest-reigning emperor—reaches southward from the port of Imbituba to the road's headquarters at Tubarão (about 32 miles) where it scatters into mine branches in the coal-rich Serra do Mar Mountains. From Imbituba to Rio Fiorita, the southernmost point on the line, the overall length of the railroad is about 76 miles. Today it is the only unconnected section of the nationalized Brazilian railway, the Rede Ferroviaria Federal S.A. (RFFSA). Constructed in 1880 by British interests, it was brought under national control in 1902. Great quantities of low grade coal used as charcoal in Brazil's very active steel industry has kept the Dona Teresa Cristina a busy and vital property.

If your taste runs toward big-time steam power on frequent trains with large locomotives on heavy grades, the Dona Teresa should make an excellent trip. I last visited there in June 1977 and found the steam situation bright with the future looking good.

Motive power

The stars of the roster are the 14 vestpocket Super Power 2-10-4's built by Baldwin and American in 1940 and 1947. The 174-ton Texas types are as attractive as they are mechanically capable. They surely rank as one of the largest and most powerful nonarticulated meter gauge locomotives ever built. Their massive Delta trailing trucks support 70 square feet of grate area—not only large for meter gauge but quite respectable for a standard gauge engine (Canadian National's 4-8-2 6060 has 70.2 square feet and Southern's Mikado 4501 has only 54). Since meter gauge is just a little over 3'3", the size and handsome proportions of these engines are quite remarkable for what we'd consider "narrow gauge".

The attractiveness of the 2-10-4's stems from their obviously "made in the U.S.A." looks. They have a very pleasing overall balance and classic North American handling of such details as cab, domes, running boards, air pumps and such, and they boast one of the most American looking front ends anywhere. A drum headlight is centered over a number board, and the bell overhangs the smokebox front in the finest Illinois Central tradition. A bar or boiler tube pilot of perfect proportion brackets a knuckle coupler and extremely familiar looking air brake angle cock and hose. The only discordant note is the European style smokebox front that was applied to most engines of the fleet when an earlier class of road engines was retired and their "Y" braced hinged fronts were put on

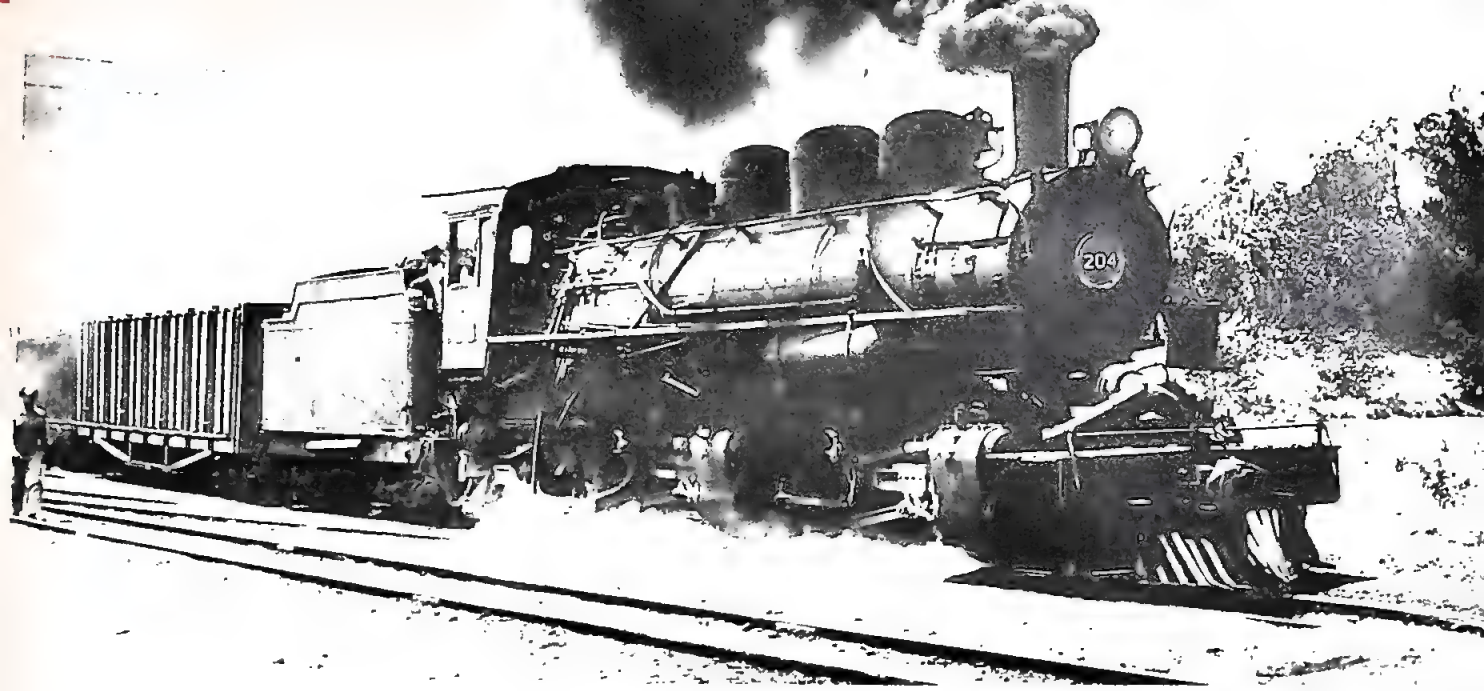
PHOTOGRAPHY: MIKE EAGLESON, EXCEPT AS NOTED

THE BRAZILIAN TEXAS TYPES belie their meter gauge dimensions with flawless proportions; only the slightly oversize appliances and crew members give away the engines' actual size. A Baldwin product of 1947, the 311 is one of the few 2-10-4's to have the unaltered American-style smokebox; she was rolling through Roca Grande on June 17, 1977. On the previous day (left) 300 and 309 had executed a classic steam era meet.

the 2-10-4's—a few of the 2-10-4's retained their pure-U.S.A. fronts, however. Top this all off with a chime whistle, and you have engines that could hardly be classified as foreign.

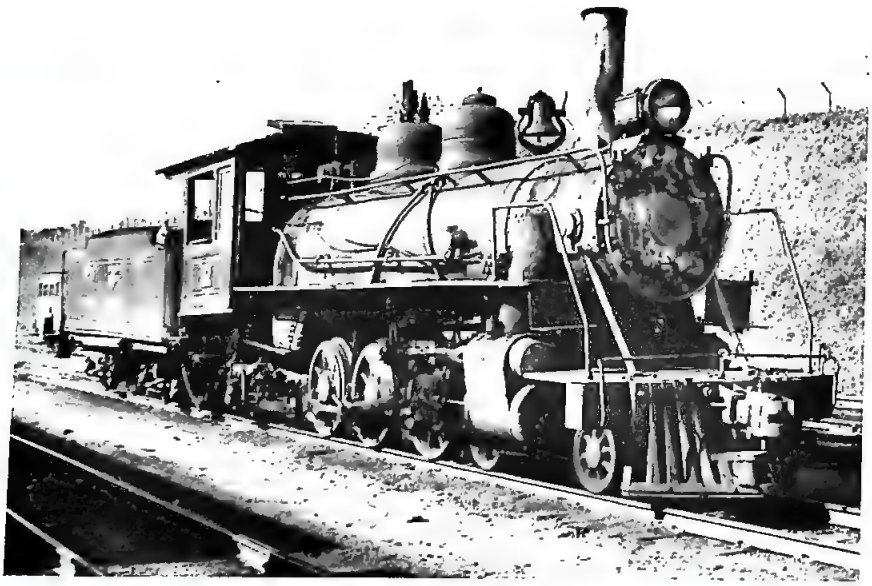
In addition to the 2-10-4's, the Teresa Cristina has two classes of U.S.-built Mikados for medium freight power. The five "150's" were built by Alco in 1941 and weigh in at 94 tons (the biggest of the East Broad Top Mikes weight a little over 80 tons). Squat and chunky, the little Mikes carry their headlights Pennsy-style over the smokebox fronts above the traditional centered round number plates. Solid steel pilots, an air pump on the left side of the smokebox and outboard grab irons give them a distinctive but slightly foreign look. The lone heavy Mikado, 133-ton No. 160, came to the Teresa Cristina from the Centro-Oeste and has the flavor of a Virginian MB with its taller silhouette, spoked pilot and more conventional grab irons.

The freight roster is crowned with a trio of 123-ton simple articulated 2-6-6-2's built by Baldwin in 1950. These lanky little "Mallets" are gems of antique detailing from their tall stack and domes to their long pointed "cow catcher". Only a magnificent Delta Trailer truck gives away their youth. Prior to 1974 the Mallets were assigned to the Lauro Müller branch where light trackage prohibited the heavier 2-10-4's. On a Sunday in March 1974, however, a major flood on the Tubarão River rampaged through the valley when all the engines were in the shed. It wiped out the old Tubarão bridge, overturned six locomotives, damaged the shops and killed nearly 800 people while wiping out virtually the entire town. About 80% of the Lauro Müller branch was washed away and the line was closed. Since the Mallets can handle only 25 loaded hoppers compared to 34 for a Texas, the simple articulateds were left without a regular assignment. Little used today, the 203 and 205 are held as spares while the 204 is kept operational for peak motive power needs and visitations from formally-organized rail tours.



RONALD N. JOHNSON

IN SPITE OF ANTIQUE appearances, 2-6-6-2 204 is a simple articulated built by Baldwin in 1950; she was working Tubarão on November 10, 1978. The last active of four Pacifics, the 50 (**below**) was at Pinheirinho on June 15, 1977. The "big" Mikado, 160, (**bottom**) rested overnight at Tubarão in 1977.



Although the Teresa Cristina is 100% freight, it had scheduled passenger service into the 1960's and still rosters four Pacifics. Three of these fine little machines were built by Baldwin in 1925, while one, No. 53, was built in 1922 and came to the Teresa Cristina from the Centro-Oeste. With tall stacks and low drivers, these engines would look at home on any U.S. short line (if we had any meter gauge short lines, that is). Only one of the Pacifics, No. 50, presently sees duty on workmen's extras, light switching and transfer moves as well as occasional excursion trains with wooden passenger equipment. No. 53 is in good photographic condition—albeit with a stack extension—being used as a stationary boiler at the railroad's creosoting plant near the yard at Tubarão.

Elsewhere around the railroad, an Alco 4-6-0 (No. 26) is recently out of service at the Lauro Müller minehead along with 0-4-2T No. 10. An 0-6-0T, No. 5, is stuffed and mounted at Tubarão, while 0-6-0T No. 9 is the "moveable" stationary boiler at the locomotive shed used to provide steam for washing the other locomotives. Behind a shed at the port of Imbituba lie seven assorted derelict tank and tender steam switchers.

Operations

The Teresa Cristina operates frequent 1000-ton coal drags throughout the week with a flurry of trains on Saturday morning. By Saturday afternoon the action tapers off, and Sunday is strictly an enginehouse day as the entire roster is tied up in the shed with fires dropped or banked. For someone who has never seen 25 simmering steamers in one place at one time, it's a great opportunity for a dramatic line-up picture. Walking through the engine terminal crunching through cinders up to your ankles is just like Kentucky in the 1940's—but it's *today*!

Six to eight trains of empty hoppers work westward from Tubarão each morning and run to the reclassification yard at Paz Ferreira (Pinheirinho), where the consists are split up into individual mine runs. Trains

branching off at Esplanade for the mine at Urussanga turn their engines to run tender-first up the line. With no wye or turntable at the mine, the engines are then properly headed out for the return run with the loads.

On the return trip with coal-laden wagons, many mine trains avoid Tubarão on a bypass to the east and run directly to Capivari, crossing the new concrete bridge over the Tubarão River that replaces the one wiped out in the 1974 flood. At Capivari, across the bridge from Tubarão, the coal is washed and consumed in the power station or sent on by rail to the port of Imbituba for shipment by boat to Rio de Janeiro. The coal washing plant at Capivari is switched by a pair of Jung 2-8-2's (Nos. 4 and 5) built in 1957. A Teresa Cristina 2-10-4 or 2-8-2 is often used to shuttle hoppers between Tubarão and the coal preparation plant. Heavy Alco Mike 160 is usually the switcher in the Tubarão yard and occasionally makes transfer and pick-up runs across the bridge, producing a perfect silhouette against the deep Brazilian skies.

Action can be fairly heavy, and each day's lineup is available in the dispatcher's office. Watch out for the little Pacific on an unscheduled work train trailing an ancient wooden coach. It's a scene right out of *Mixed Train Daily*. There is a tunnel at Sideropolis where heavy coal trains sometimes require a helper on the rear to prevent stalling.

THE CAPIVARI COAL PREPARATION PLANT is home for two 2-8-2's built by Jung of West Germany in 1957. Their European lines are a marked contrast to the American-looking power on the Cristina. Note the FRA-style uncoupling levers like those applied to U.S. diesels.

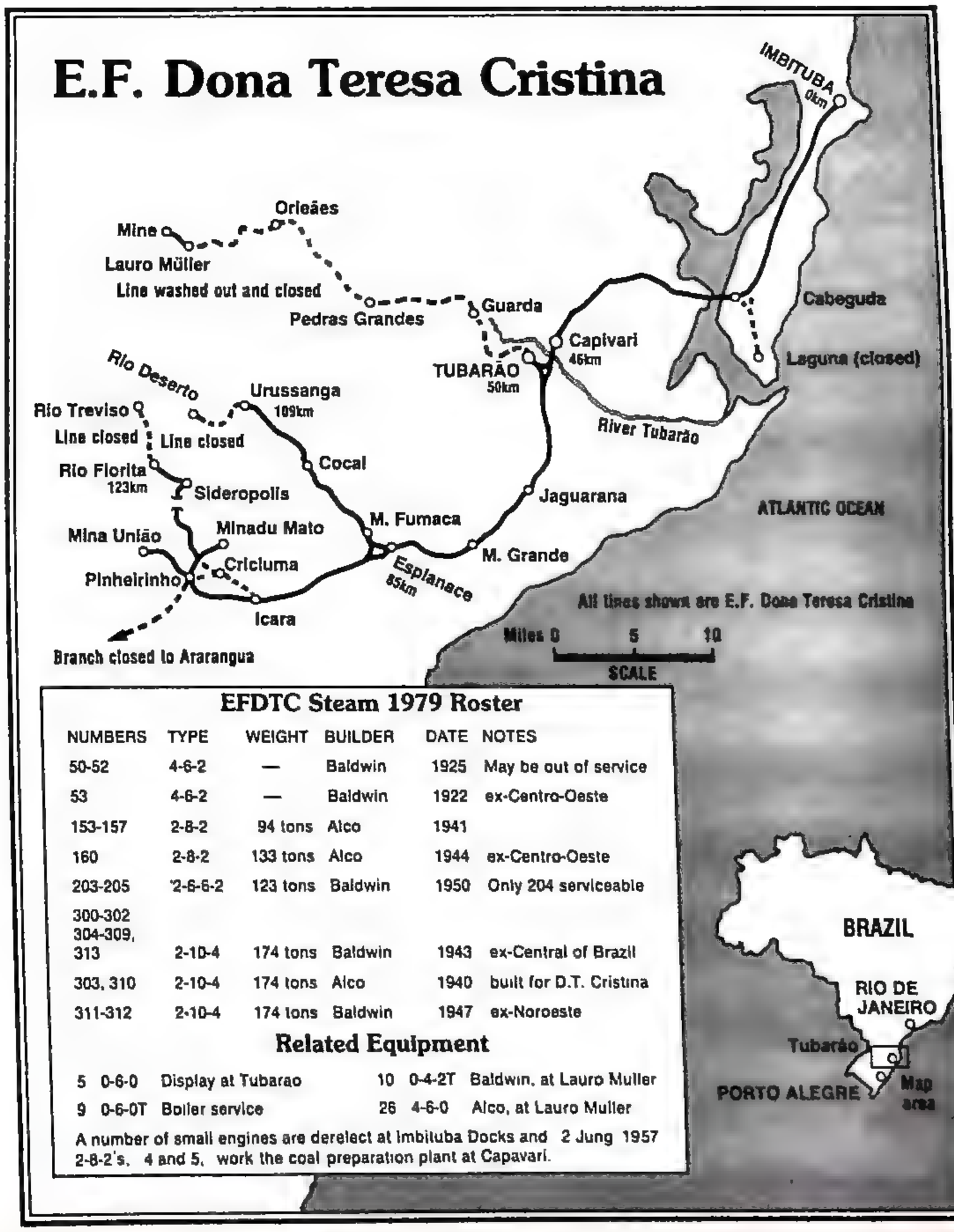
Traveling to Brazil

Argentine Airlines has a 7:30 overnight flight each Friday out of New York's J.F.K. International Airport to Rio de Janeiro, arriving about 6:45 on Saturday morning. A Vasp Airline connecting flight leaves about two or three hours later to Porto Alegre, some 180 miles south of Tubarão, where rented cars are available *upon prior reservation* at the airport. There are other combinations of flights during the week as well.

I used Auto Locadora Gaucha, but Sul Drive is another choice of car rental. Hire cars are believed to be also available at Florianópolis, the capital of Santa Catarina province and 90 miles nearer to Tubarão, if you wish to fly there from Rio instead. Florianópolis is smaller than Porto Alegre, and many groups travel to that town, but I opted for Porto Alegre with the certainty of a car and just suffered the 90-mile longer drive to Tubarão as insurance. It takes about a tank of rather expensive "petrol" to make the steam city, so be sure to have a full tank before leaving. It's possible that gasoline may not be sold on Sunday in Brazil, so be sure to find out the latest government regulations and plan for it so you won't be stranded.

Checking air fares at presstime, the ticket price for the round trip from New York and Porto Alegre for a ten to 21 day excursion rate was the legendary steam number of $759. The car rental will cost you about $200 per week for unlimited mileage, plus gas. Splitting it with a traveling companion or two is highly recommended.

At Tubarão, I checked in at the Oscar Palace Hotel, but other accommodations are also available at the lineside towns of Imbituba, Laguna and Criciuma. The Oscar Palace is nothing fancy, but it's comfortable and an easy spin to the enginehouse for night photos. Several satisfactory restaurants such as the Blue Pelican are located around the corner from the hotel, which, incidentally, has no dining room. Again nothing



EFDTC Steam 1979 Roster

NUMBERS	TYPE	WEIGHT	BUILDER	DATE	NOTES
50-52	4-6-2	—	Baldwin	1925	May be out of service
53	4-6-2	—	Baldwin	1922	ex-Centro-Oeste
153-157	2-8-2	94 tons	Alco	1941	
160	2-8-2	133 tons	Alco	1944	ex-Centro-Oeste
203-205	2-6-6-2	123 tons	Baldwin	1950	Only 204 serviceable
300-302 304-309, 313	2-10-4	174 tons	Baldwin	1943	ex-Central of Brazil
303, 310	2-10-4	174 tons	Alco	1940	built for D.T. Cristina
311-312	2-10-4	174 tons	Baldwin	1947	ex-Noroeste

Related Equipment

5	0-6-0	Display at Tubarao	10	0-4-2T	Baldwin, at Lauro Muller
9	0-6-0T	Boiler service	26	4-6-0	Alco, at Lauro Muller

A number of small engines are derelect at Imbituba Docks and 2 Jung 1957 2-8-2's, 4 and 5, work the coal preparation plant at Capavari.

RONALD N. JOHNSON

SCENERY ALONG THE CRISTINA is beautiful and varied. The 311 crossed an inlet off the Atlantic Ocean (above) nearing Imbituba and Pacific 50 (below) rolled a workmen's mixed into Tubarão in June 1977. 1941 Alco 2-8-2 155 was switching the Capivari plant (top) in November 1978.

fancy, but you didn't come to Tubarão for fancy cuisine or culinary delights. You should have no problems with the food in normal eating establishments, and the meat-and-potatoes fare is fine. I'd stay away from the water and rely on soft drinks or beer—not because the water is bad, which it isn't, but simply because your system isn't accustomed to it. I've had no sickness problems of any kind during my visit.

You'll notice that the entire street-level facilities of the downtown section have been repainted and refurbished following the disastrous March 1974 flood in which water rose to the second floors.

A U.S. passport and Brazilian tourist's visa is needed as well as an international driver's license—available for $3.00 from the American Automobile Association. These necessities are only available *before* you leave. Yellow fever shots are mandatory if you extend your trip to the Belém area of Brazil. Be sure to check with your travel agent for any changes in travel document requirements *well before* departing. American Express Travel checks are a wise purchase, and you should have a similar, internationally recognized charge card for the rented car, lest you be required to post a healthy cash deposit at the time of the rental. These are all good tips against pitfalls for the unfamiliar international traveler.

Brazil's weather pattern is tricky and very changeable with several wet seasons per year. Remember, all seasons in South America are reversed from ours, and there is no one absolutely perfect time of the year to visit the Teresa Cristina, although good sunny periods have been experienced by railfans between November and March, their spring and summer.

The future of steam

Dr. Gilberto C. Cabral, the friendly Chief Mechanical Engineer of the E.F. Dona Teresa Cristina, speaks excellent English as well as his native Brazilian Portuguese. He is definitely a steam fan and is largely responsible for the road sticking with steam. But he can't hold 'em off forever. Steam is good through the early 1980's for sure and will be held on standby for a few years beyond that. The road will not dieselize (as all new motive power must arrive by ship), but plans call to electrify with 50-cycle, high-voltage a.c., using readily available coal supplies to power the line. Dr. Cabral was very helpful in describing the whole operation to me, using a large hand-painted map on the wall of his office. He loves steam, but knows the Mallets are difficult and expensive to maintain and are not liked by the crews as are the 2-10-4's. Nevertheless, Dr. Cabral will keep one serviceable as previously stated. He is not adverse to scrapping a worn-out, unneeded steam locomotive either, such as little Baldwin Pacifics 51 and 52, now stripped of valuable parts and probably destroyed by the time you read this.

However, the "good doctor", as he is affectionately called, is presently negotiating with the Argentine Railways to purchase about a half dozen Baldwin and Skoda-built 2-10-2's to augment his active steam fleet during the present coal business boom. Dr. Cabral is determined to stick with steam as long as he can. In addition to the near certain 2-10-2's joining the Teresa Cristina roster, Dr. Cabral is well aware of other possible purchases such as redundant but operable

THE COAL TRAINS KEEP ROLLING—and are likely to for some time—as Texas 305 departs Pinheirinho (**above**) for Tubarão with loads fresh from the mine. The 311 presented its profile (**below**) to the photographer and a Brazilian bovine with a loaded coal train at Roca Grande. Both were mid-June 1977.

Bolivian 4-8-2's, 4-8-4's and even East African maroon 4-8-2+2-8-4 59-class Garratts. The meter gauge Garratts have the advantage of being able to out-haul the 2-10-4's without increasing weight limits. Only time will tell what happens, but thanks to Dr. Cabral, coal smoke will still blacken the azure skies of Tubarão for at least another half decade.

Photography tips

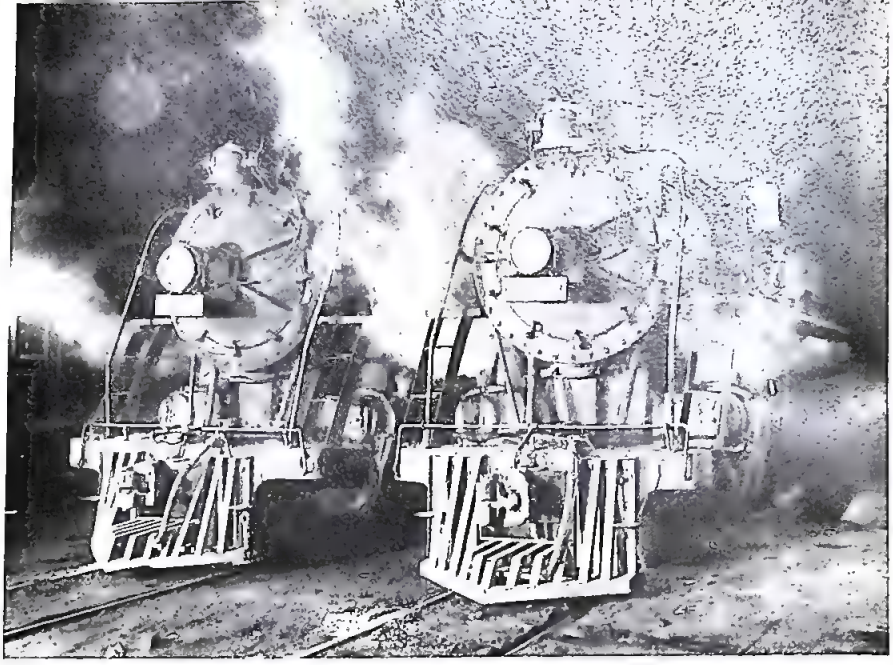
A rented car or day-hire taxi is a necessity for any serious lineside photography. Good photo locations are fairly obvious from the paralleling roads, especially near the seascape vistas at the lagoons near Imbituba. The combination rail and road bridge near Cabeguda is quite picturesque, with a background of fishermen throwing butterfly nets from their colorful boats. They are oblivious to the Baldwin 2-10-4's thundering by but seem amused at the wild pack of fast-chasing camera-laden railfans.

At no time during my visit did anyone stop me or ask my business or authority for entering railroad property. As a courtesy measure however, be sure to take ten minutes to sign the engine shop release which is readily available. Just walk to the main employee entrance gate, and hold up your camera and point to the steamers inside. Without any knowledge of Portuguese, you will be escorted to the proper authority for the release. Be friendly, courteous and don't wreck it for the rest of us. The word for thank you is "abligado". Use it often and smile. The liberal passing out of color postcards of locomotives brought from home will help a lot. It's great for the firemen who give you smoke.

Tape recording fans will have a ball as a 2-10-4 backs its train over the new Tubarão River bridge from Capivari to take in slack. Charging forward, it picks up speed to climb out of the sag at the Capivari station. Soon afterward, the Texas is down on her knees to a walk, lugging a train of hoppers to Imbituba.

Station meets and sawbys from opposing trains are fairly common on the single track main line. Watch for them. They'll produce some coming and going pictures reminiscent of the great days of steam in our own country.

The E.F. Dona Teresa Cristina is a highly productive first international bash for fans who like their steam big, plentiful and not too foreign. But how "foreign" can locomotives be when they were built in Eddystone and Schenectady? It's about as close to the U.S. in the 1940's as you'll find anywhere in the world today.



REMINISCENT OF PADUCAH or any other coal country engine terminal, Tubarão had its own magicon June 16, 1977. Note the absence of a power reverse on 311 and the workaday griminess.

Seashore at 40

by Ronald N. Johnson

The Seashore Trolley Museum at Kennebunkport, Maine, has been collecting, restoring and displaying trolleys and related equipment for 40 years.

PHOTOGRAPHY: RONALD N. JOHNSON, EXCEPT AS NOTED

THE VIEW FROM TOWER C at the Seashore Museum shows the South Boston Carbarn at left and the Riverside Barn in the background. This former Boston elevated tower serves as the museum office.

Ah yes, there's nothing like a railroad abandonment or the announcement of a last run on such-and-such a branch line to bring the railfans out of the woodwork snapping pictures, swapping stories about past glories and perhaps taking a timetable or ticket stub as a memento. Then, just as fast, they disappear, smug in the fact that they've recorded for posterity the last wheezing gasp on a certain ribbon of rail.

As the reader will see in the following paragraphs, it took courage and foresight in the late 1930's for a group of young railbuffs to preserve not just in their minds or on film, but in a tangible form, a car representative of the electric mass transit age, which in turn sparked the growth of what is today the world's largest electric railway museum.

By 1939, streetcar running was fast going the route of the stagecoach and clipper ships. But railbuffs could still enjoy riding the airy open cars of the Biddeford & Saco Railroad, which for a half century had connected Biddeford and the famous Old Orchard Beach resort in Maine. At this late date in the trolley era these cars were unique in that there were only two other companies operating open cars in regular service on account of safety hazards encountered on busy auto-filled streets. Fairmount Park Transit in Philadelphia ran their open cars in a park on private right-of-way, and in Wildwood, N.J., as well as Biddeford, the open cars were operated as a tourist attraction.

With new buses scheduled to arrive on B&S property in 1939, a minor panic occurred among railfans, most of whom scurried around, took their pictures, filed away some mental notes and then left. During the late spring of 1939 on one of the last fan trips on the B&S, several Massachusetts fans got together and voiced their feelings: Why should a very real reminder of the past be left to die and be scrapped? Something ought to be done to preserve an open trolley car. This was indeed a daring idea, since few pieces of railroad rolling stock and locomotives had been preserved at that time by private individuals or museums set up for that purpose. Only a small number of railroads had set aside equipment representing their own heritage for display in parks and public places.

Four young Massachusetts men, Theodore Santarelli de Brasch, John E. Amlaw, Gerald Cunningham and Charles A. Brown started negotiations with the B&S in the spring of 1939 about acquiring one of the open cars. Finally the management agreed to sell twelve-bench open car No. 31, built by Brill in 1900, for $150.00 if they would move it out of the city of Biddeford. Eventually comprising about a dozen men, this newly organized group rented a piece of land in Kennebunkport, the next town south of Biddeford. A local hauler was contracted to move the carbody and trucks separately. It was reassembled on the abandoned grade of the Atlantic Shore Line Electric Railway, located about three miles north of Kennebunkport village, about a mile off Route 1 on Log Cabin Road. During its heyday, the Atlantic Shore Line Railway extended from Dover and Portsmouth, N.H., through Ogunquit, Wells, Kennebunk and Kennebunkport to Biddeford and from Kennebunk to Sanford and Springvale, connecting at Biddeford with other lines going to Portland and Waterville.

Shortly after placement of the car, the group organized as the Seashore Electric Railway. Two more cars were acquired from Manchester, N.H., in 1940, and from this humble beginning the founders of the Seashore Electric Railway incorporated as the New England Electric Railway Historical Society, Inc., in 1941, chartered as a non-profit institution. The operating segment was known as the Seashore Electric Railway, but in 1957 the name was changed to the present Seashore Trolley Museum to more accurately reflect the activities of the society, namely, the collecting and preservation of historic railway and mass transit vehicles, as opposed to operating a common carrier railway.

The group remained dormant until after World War II, since most of its active members were serving in the armed services. Right after the war, in 1945-46, activity resumed when the small triangle of land around the original acquisitions was purchased. Scrap rail off sidings was located and laid. Also right after the war, a multitude of streetcars became available as companies began converting to buses. In fact, acquisitions arrived so fast on the museum property that it was difficult to lay track fast enough to store the trolleys.

So much time and effort was spent in lay-

CHARLES WOOLNOUGH

ing track that it wasn't until 1953 that the first closed building was erected near the entrance to the property off Log Cabin Road. This structure could accommodate two cars and eventually became the museum's first repair shop.

In late 1953 a gasoline-driven 600-volt power generator was acquired so that for the first time the streetcars could move themselves. It was a great moment when B&S car 31 moved slowly and stiffly into Shop 1. From then on it was a constant race to get donated equipment off the previous owner's property. In most of the cases a car would be donated, but in an "as-is-where-is" state. Sometimes there would be a considerable delay between when a company donated the car and when the museum was able to move it. In primitive days the museum had to jerry-rig the transportation move. Usually two rails were strapped onto a flatbed trailer, with their ends hanging out over the rear to accommodate full-length cars. In some cases letters were received from street railway companies demanding, "Get your car off our property or it will be scrapped."

To streamline the method of moving acquisitions, the "Highway Monster" was constructed in 1953. This 70-foot rig consisted of a steel I-beam frame with girder-type streetcar rails built into it. A ramp would be built so that the car could be run or pushed onto the trailer and chained down. On arrival at

TWO PHOTOS: GEORGE M. SANBORN COLLECTION

OUT TO SEA went Tower C after its removal from the Boston elevated. Lifted from its downtown perch on September 7, 1975, the structure was loaded onto a barge for shipment, and it was towed along behind a tug on November 3, 1975 (**above**). Installed on its new foundation in the center of the museum, Tower C now serves as office and a picturesque focal point for operations. In August 1978 it was part of a night scene (**top**) along with two cars from Manchester, N.H. No. 38, built by Laconia in 1906, was the second car acquired by the museum. The jewel-like *City of Manchester* at right, an 1897 private inspection car, is one of the museum's most thorough reconstruction projects.

the museum property, another ramp was built to unload the car.

From then on cars could be moved more promptly after acquisition. 1954 saw the arrival of six cars from Boston via the Highway Monster. A few streetcars came to the museum via railroad flat car on the Boston & Maine, which runs a very short distance from the society grounds. In the late 1950's the Highway Monster ventured its furthest afield when it hauled the body of Wheeling curveside car No. 39 from Little Hocking, Ohio.

By the summer of 1956, a sufficient amount of unoccupied track space was opened up so that the general public could be carried for the first time. During the following winter and spring, track was laid just south of the Biddeford-Arundel town line next to busy Route 1 about four miles from the original museum site. It was thought that the museum could attract more attention and have better exposure to the general public in this location. Funds were donated to construct a quarter mile of track where there had previously been none. It was planned to connect this operation with the original by laying rail on the former Atlantic Shore Line right-of-way.

After four summers it was concluded that the new operation did not attract a significant number of new riders. The visitors still wanted to see the collection at Log Cabin Road. The membership then voted to start building track over the Atlantic Shore Line roadbed from the original site rather than splitting the museum by having two separate power plants and two segments of operating personnel.

By 1961 a full half mile of track was in place. At the present time the Society has just one mile of main iron on which the general public may ride. Eventual long range plans include a four-mile extension to the previous operation along Route 1. The museum has attempted to make use of prototype catenary line materials whenever possible. Some steel catenary towers from the Rochester, Syracuse & Eastern in upstate New York were acquired in the early 1960's and have been erected to hold up wire. Also represented in line building is the use of the wooden pole "T" bracket construction, used by the Lehigh Valley Transit Company and also the Milwaukee Road. More recently, the Seashore Trolley Museum has been fortunate to acquire some line materials from the Butte, Anaconda & Pacific. At the south end of the main line a balloon track was installed so that single-ended cars, (controls at only one end) could be operated.

Over 1000 feet of double overhead wire has been installed to permit demonstration of the museum's trackless trolleys. One possible plan calls for connecting the parking lot with the main exhibit area using trolley coaches.

It has always been a top priority of Seashore to get its collection under cover out of the harsh New England elements as soon as possible. Starting in the late 1950's, more barns were erected to house the priceless mass transit equipment. By 1963 two car barns, "South Boston" and "Riverside", were sheltering a portion of the collection. During the same period a Quonset hut had been moved and re-erected for storage of rolling stock. Its collapse under heavy snow during the winter of 1966-67 was actually a blessing in disguise, in that it allowed the society to re-evaluate the site for the ultimate location

SEASHORE DIRECTOR RICHARD LANE IN HIS TOWER C OFFICE.

Having visited the Seashore Trolley Museum off and on from the early 1960's when my parents brought me, I have been fascinated to come back each year to see the marvelous progress the society has made from literally an empty field. Many other tourist lines are fortunate to have started with a basic track layout and perhaps a station or other lineside structures, but Seashore started from virtually nothing, and it has been amazing to see the buildings go up and the equipment being restored and operated. This is what inspired me—along with the knowledge that the museum's 40th anniversary was coming near—to approach Dick Lane, museum director, and spend a morning chatting comfortably in his Tower C perch overseeing the museum grounds. From time to time in our conversation we were pleasantly interrupted by the clanging bells, tooting whistles and gentle thump of compressors as various trolleys shuttled in and out of the yard area from the main line.

I asked Dick how he became involved with the society, and in his easygoing style he told me that he'd started his close affiliation with the museum in 1955 by volunteering his services for all or part of his summer vacations. He went on to say that generally the only paid personnel are those in the gift shop and the ones who work regularly in the car shop during the summer and winter. As full time director, a position which he has held since 1973, Dick also gets a salary.

Since much of the help at the museum is volunteer, it is the responsibility of the director and the shop superintendent to steer persons with particular skills toward specific jobs. In other words to fit the person with a productive job he or she can handle and receive satisfaction from doing. Some volunteers zero in on specific cars which they would like to restore, and many put a lot of their own funds into the project. To ease potential conflicts, the society allows no private ownership of cars.

One of the major considerations of the director and various committees during the winter months is planning the next summer's budget. Anticipated fixed operating costs are determined first. Then the finance and equipment committee, along with the shop superintendent, get together and form a concensus as to car projects and car shop programs. Many of the operating cars have run enough miles on the museum's one mile of track so they must receive periodic overhaul of mechanical and electrical components.

During the winter months things slow down somewhat, but a certain amount of shop work is carried out along with keeping the tracks free of snow in case of emergencies. Also, the director catches up on a considerable amount of paper work which is sometimes deferred during the hectic summer—RON JOHNSON.

of the new and much expanded general repair shop.

A new structure, larger in size than the previous Quonset hut, was put up during the summer of 1967. It measures 60 by 120 feet and is of a steel truss and frame design with wood purlins and sheathing of plastic-coated aluminum with fiberglass light panels in the roof. During the winter of 1967-68, the east side of the building was sheathed but the west side was left open in anticipation of adding a lean-to for shop machinery. This turned out to be a wise decision, as a major breakthrough occurred in 1969-70 in the museum's ability to do complete car restoration work. A small woodworking shop which was going out of business in the South Portland area was sold to the museum. This brought to the property such handy woodworking machinery as a 40-foot band saw, jointer, sawdust collector and wood thickness planer. These valuable additions were housed in the lean-to on the west side of the new shop building.

In 1964 additional land was donated to the west of the museum where the three Butler Grove carbarns, "Highwood," "Central" and "Fairview," are now located. Today, Highwood is the main exhibit area with a featured slide show inside. All the barns except South Boston, Riverside and Highwood, which have sheet aluminum roofs supported by wooden beams, are of steel truss construction with corrugated aluminum siding and roofs. In the 1970's two other barns, "Central" and "Fairview," were erected with roofs and open sides. The present barns will keep nearly the entire collection of over 100 trolleys under cover. This is a truly monumental feat and will allow cars to be unaffected by the harsh New England winter weather while they wait their turn at restoration.

Over a period of time further acquisitions of machinery, including metal-working lathes, milling machines and drill presses have meant a corresponding increase in shop capability. At present, the museum's wood shop is capable of meeting just about any requirement from body framework to the finer millwork and cabinetry—including panels, doors, filigree and window sashes.

"Museology," the conservation of historic artifacts, is observed to the fullest extent at Seashore. If an item cannot be restored using original material, then great emphasis is placed on reproducing the piece in its most accurate form using similar materials. Usually there is some part of the original left which can be used as a pattern. With accuracy and authenticity such an important part of the museum's efforts, it is necessary to stock materials from which originals were made. Ash lumber is kept on hand in a variety of shapes and sizes, since it was the primary material in the wooden framework of the early streetcars. It has the same properties as oak (heavy, solid and strong) but doesn't have the acid content that oak does. Wood screws, nails and bolts will not rust out and deteriorate in ash as fast as they will in oak. Brass screws are used, as in the originals, because of their non-corrosive properties. The ends of several open cars have been rebuilt by splicing new wood into the old.

Interior woodwork in the earliest trolleys was made of either cherrywood or Honduras mahogany, sometimes one inlaid over the other in fancy decorative patterns. The museum takes great pride in the fact that when a section of rotted wood is replaced it is virtually impossible to tell the difference between the new and original.

In the machine shop, skilled craftsmen are able to rewire electric motors, turn bearings, rebuild compressors, replace piping and renew just about any portion of metal framework and side sheeting.

In the case of the museum's latest restoration project, a Type 5 Boston car, it was noticed that the underframe was suffering from what is known as "lightweight disease" or "body cancer." This is caused by water and salt working its way in and around the floorboards from years of running in the winter's slushy streets. It begins to eat away at the side sheets at the floor line and eventually works its way into the underframe and bolsters. This disease can be detected when the side panels begin to bulge over the trucks.

One whole side of the car has been stripped and new steel framework installed. During the summer of 1979, steel sheet siding will be applied using the "hot riveting" process. This was used to join structural members on the earlier steel cars but was abandoned in favor of today's seam welding. For authenticity and structural soundness, the museum employs the original method. It involves pre-drilling holes in the structural frame members and side sheeting and then heating the rivets red hot to make this malleable. The small end of the rivet is pushed through the holes and an air impact gun pushes the larger rounded end of the rivet while the "buckman" holds a large solid piece of steel called a "buck" at the other end as a counterweight. The impact of the air rivet gun on one side causes the buck side to round over like the rivet head, and the two pieces become solidly joined together.

THE "HIGHWAY MONSTER" was responsible for getting many cars to Seashore. It carried North Shore diner 415 **(below)** from the rail siding at Biddeford to the museum. Dallas car 434 **(top left)** and Philadelphia & West Chester Traction 62 paused at the Arundel station in 1978. The South Boston Barn **(top right)** held Connecticut open cars 838 and 1391 with Montreal 2652 in the middle.

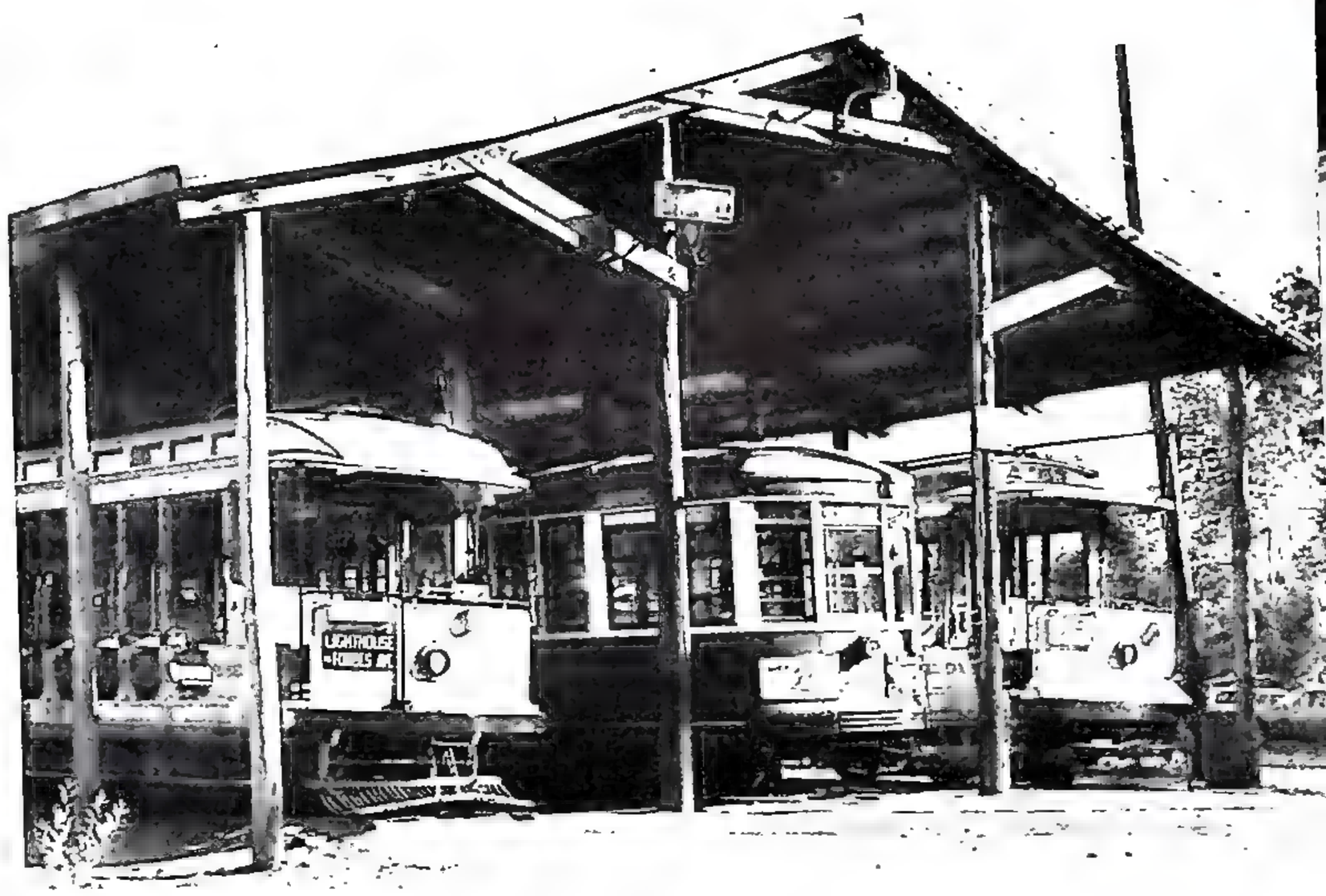
O.R. CUMMINGS

Every piece in the Seashore Trolley Museum's 140-car collection—of which approximately 50 are restored and in operating condition—has a fascinating heritage, and volumes could be written on each one, but it would be well to dwell on a few of the more noteworthy acquisitions and how they came to Seashore.

One of the most complete restorations that has taken place at any trolley museum is the *City of Manchester*. Built in 1897 as a private car for inspection trips over the Manchester Street Railway in New Hampshire, *City of Manchester* was the four-wheel trolley version of a steam railroad parlor car. It had a small enclosed body with large platforms at each end and wrought iron railings. Wicker chairs could be moved from the closed to the open section depending on the weather.

Although Seashore acquired two other closed cars from the Manchester Street Railway when operations ceased in 1940, *City of Manchester's* body had been sold years before to a private individual who used it as a backyard children's playhouse. It was subsequently bought in the mid-40's by an individual member of the trolley museum. After negotiations, title was transferred to the museum. With donations from another member as seed money, restoration work started in 1962. As the museum's financial position improved, it assumed a greater share of the restoration costs. The body was first totally stripped down to the fame, and the end bonnets—or hoods—were rebuilt. The interior mahogany was carefully stripped and refinished. A piece of the original head lining panel was copied with its intricate patterns onto a special matching section of veneer plywood. At the time of the body restoration, the museum did not have access to an authentic Peckham truck to go under the car, so a Brill truck was modified to make the car operable in late 1965. In 1975 a Peckham truck was located by a vacationing museum member in the Netherlands; it was being used under a work flat car. The truck was brought to the U.S. and will at some future time be used to complete this major restoration project.

In 1951 the Liberty Bell Route of the Lehigh Valley Transit Company of Allentown, Pennsylvania, was abandoned. They had been using lightweight, high-speed interurbans for a little over ten years. The company sold the entire line, including the cars, to Luria Brothers, a nationwide dealer in scrap iron and steel. Luria Brothers in turn paid the LVT Co. to scrap the line themselves. All the cars were destined for Bethlehem Steel's furnaces. Every attempt by railfans and museums to save one of these cars was rebuffed by the transit company management, which was desirous of wiping out any vestige of the streetcar in the public mind. A breakthrough came when a friend of one of the museum founders, employed by the Chase National Bank, provided an entree with Luria Brothers officials who were persuaded to part with car 1030. Unfortunately, this occurred after the traction motors had been removed from the car and sold to the Philadelphia & Western Railway. The Lehigh Valley Transit Company's shop was pursuaded to substitute trucks and motors from one of the other 1000-series cars. Thus 1030 came to the museum in one complete piece, saved in the nick of time. It also represented the first car acquired from outside New England. A museum member from



Allentown made the car his project beginning in 1954, and spent summer vacations restoring the body. By 1975 the outside was finished, but the interior was only a shell. The 1030 had been used as a parlor car until 1949 when regular coach-type seats were installed, leaving the rear end as a lounge with a few of the overstuffed chairs.

The museum decided to make this car its Bicentennial project, and through the original sponsor conducted a successful fund raising effort. Over $20,000 in donations and $10,000 in goods and services made possible the completion of the interior restoration as well as overhaul of the trucks and motors.

The first step in the interior restoration was to strip out all the old coach seats. Then, the badly worn original lounge furniture was shipped off to a custom furniture manufacturer in Allentown. Through consultation with local railfans who remembered the original interior color and texture of the chair fabric, the manufacturer was able to construct the required amount of lounge furniture. After examination of interior photographs, tables and lamps were constructed as well. New carpeting along with interior painting returned the car to its 1940's opulence. With much work on trucks and motors, the car was ready to roll on Members' Day in October 1976. It serves today primarily as a display piece. During the winter months 1030 is heated just enough to preserve the interior excellence.

Various museum members have traveled the world in search of streetcars and have made contacts so that the museum has been fortunate to have acquired representative examples of mass transit from several foreign countries, such as four doubledeckers from England and cars from New Zealand, Australia, Germany, Japan and Italy.

In the wee hours of one morning in October 1969, Massachusetts Bay Transit Authority's only line car became involved in a head-on collision with another piece of work equipment. Because of the extent of damage, it would be six months before the car could be put back in service. An emergency call was sent out to the Seashore Trolley Museum for help. This resulted in the unique reversal of a trend, that of making a museum-owned car available to an operating transit line. By the end of the week, car 4, originally from Claremont, N.H., had been loaded onto a trailer and shipped to the MBTA's Everett Shops. After three weeks of intensive work, which included a new trolley pole mounted on new planking, new side doors and the rebuilding of controllers, governor and brake cylinders, the car was ready to go to work. Floodlights were installed for night work and a wire reel fixed was inside. After installing over 15,000 feet of new wire for MBTA, the car was returned to Keenebunkport during the summer of 1970. In 1975 the car was borrowed again while MBTA modified its overhead trolley wire for pantograph collection for the new Light Rail Vehicles. As of this writing it is still on loan. The museum takes great pride that it is able to preserve the past while helping build for the future.

During the winter of 1976-77—which at that time was purported to be the worst winter on record—the MBTA found itself with only three of its eight snowplows in working order. MBTA's isolated Mattapan-Ashmont line had been left without a way to remove snow, since its snowplow had been damaged in a derailment. Again an S.O.S. was sent out to Seashore, which, within a week loaned MBTA its Toronto snowsweeper. Ironically, after the blizzard in January which resulted in the S.O.S., there were no major snow storms and the car saw only limited use.

It wasn't until 1971 that restoration of the museum's very first acquisition, Biddeford & Saco open car No. 31, was begun. After renewal of rotted wood, complete exterior paint job and electrical and mechanical overhaul, the car was ready for christening in October 1975, when four of the original founders were on hand to participate in the festivities.

The museum was fortunate to acquire four Connecticut Company open cars in 1948. This company at the time had the largest

fleet of open cars still around, which were limited to special use for sporting events in New Haven and occasional railfan excursions. These "breezers" are the museum's most popular cars during the warm summer months.

Up until 1975 it was Seashore's intent to preserve representative examples of cars from mass transit lines that were being abandoned. When it was realized that time was running out on the Boston's Charlestown Elevated due to the opening of the new underground Haymarket North Extension, the museum group had to decide how some piece of the Elevated could be preserved. Since all cars would be transferred to other lines, it was decided to concentrate on saving some type of trackside structure. Several of the ornate Victorian station structures were still intact. One of these was Tower C at the Boston approach to the Charlestown Draw Bridge, soon to be phased out.

Could this tower be possibly removed to Maine and set up as a fitting memento of this line? Conferences with the MBTA officials in 1974 assured the society that the Authority would be willing to cooperate in the project providing the tower could be removed before its scheduled demolition. The society was fortunate to have within its ranks a professional rigger, who wholeheartedly volunteered his services.

Phase one of the project involved lifting the tower intact and transporting it on a lowboy trailer the short distance from Keany Square to the drawbridge where it was planned to lower the tower over the side onto a waiting barge below.

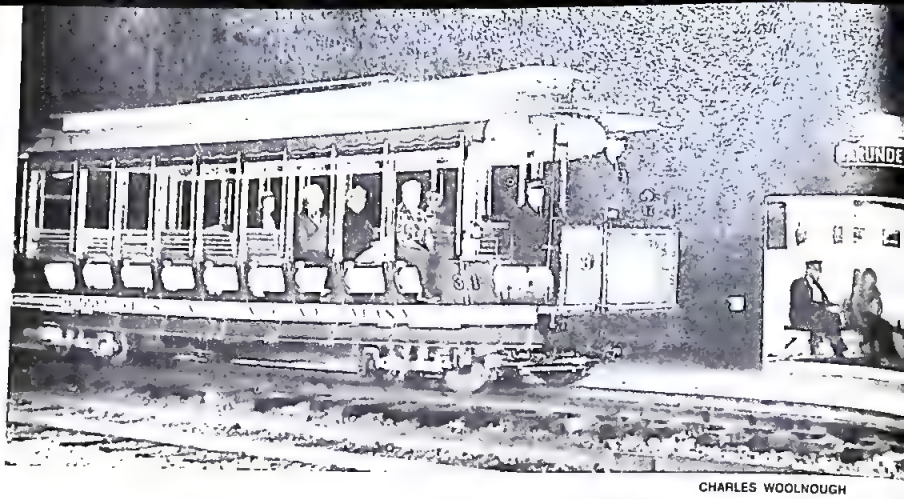
A myriad of details were to be figured out over a period of months. More and more people became intrigued with the project and were drawn into it. A contracting company donated the use of its heavy-duty crane. The loan of a barge and tugboat were offered, along with the lowboy trailer. The pieces were beginning to fit into place on Phase One—and none too soon, as the demolition crew was moving ever nearer the tower.

Finally, Sunday, September 7, 1975, was set for the unique move. Every possible timber, bolt, cable and pipe had been cut away from the tower (or so it was thought) to free it for the anticipated "lift-off". After cables were attached, a tense, dramatic moment came when the crane's motor roared into life in an attempt to lift the tower. But nothing happened. Upon close inspection it was found that a steel clamp had managed to avoid being cut. After a cutting torch quickly rectified the situation, the tower was lifted from its base in one piece, not disintegrating as some experts had predicted. From then on events transpired like clockwork. The tower was transported the short distance to the bridge where the crane was ready to set the 13'8" by 16'8" building onto the waiting barge. It was an unforgettable sight to see the tug and tower go chugging across the harbor to a contractor's yard in East Boston where it would be stored for the next two months while plans for Phase Two of getting the antique to Kennebunkport were worked out.

Because of a 30-foot clearance problem, permits to move by land were unobtainable, so a water route was decided to be the best alternative. A tug was lined up with a shallow enough draft to negotiate the 14-foot depth at high tide in the narrow channel of the Kennebunk River up to Kennebunkport. On Sunday evening, November 2, 1975, the tug arrived to pick up the barge loaded with its precious cargo and began the 15-hour night-time trip along the New England coast. By 7:30 a.m. they'd reached the Kennebunkport breakwater. The tide in the channel ran swift. Small pleasure boats lined the narrow waterway on either side, requiring careful navigation. It was decided to make the short trip up the river during slack water at 10:45 a.m. to be assured of the most control in the narrow channel.

At Williamson's Wharf in Kennebunkport a crane was on hand to lift the tower off the barge immediately. Unfortunately, the crane's boom was too short to pick up the tower at the required angle, but with quick thinking by museum members the floats at the wharf were removed so that the barge could draw closer giving the crane the extra three foot height which it needed to raise the tower. Unloading time was critical with barely an hour to spare before the tide would make the harbor too shallow to navigate. At 12:50 p.m., Tower C was lifted off and carefully placed on one of two lowboy trailers waiting nearby. Then the tug hustled out down the river with only 15 minutes to spare.

The moment Tower C was set on the trailer, museum members sprang into action to prepare for the last leg of the journey, the 3.2 miles over local streets and highways to the museum property. For the next hour the constant buzz of power saws could be heard as the volunteers cut the upper section of the tower away so that clearance would be sufficient under power cables and telephone lines. Finally the separation was made just above the second floor window sills and the top piece was secured to the second trailer. The lower section was moved first to the museum property, arriving just at sunset. Next morning the roof section followed, and by mid-day the two pieces of tower were joined back together with the use of a crane, thereby concluding the epic journey. The so-

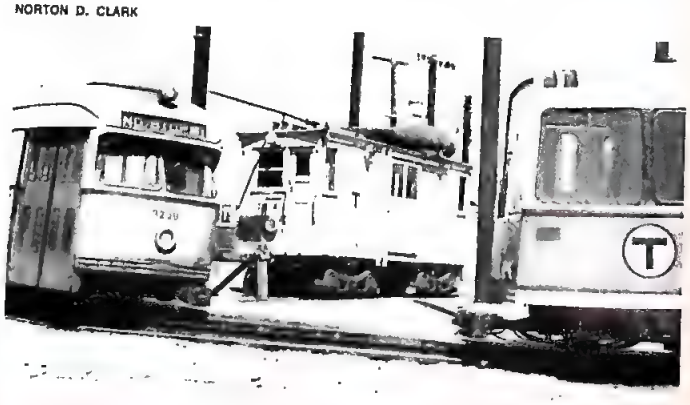


CHARLES WOOLNOUGH

THE MUSEUM'S FIRST ACQUISITION, Biddeford & Saco open car 31, glowed in the night at the Arundel station in August 1978. Bought in 1939, the 31 didn't move under power until 1953.

DICK BRILLIANTE

NORTON D. CLARK



LIBERTY BELL LIMITED ACF 1931 lightweight car 1030 was the museum's Bicentennial project. Boston's MBTA borrowed Seashore's Claremont line car 4 (above) recently to rework its overhead wire for LRV's pantographs.

ciety had gained its first authentic structure, and at the same time succeeded in preserving an important part of Boston transit history. At the present Tower C serves as general office for the museum.

In an ongoing effort to improve the grounds and services for the general public, during 1977 the society acquired former North Shore Line diner No. 415 from the Railway Equipment Leasing and Investment Corporation (RELIC) in Illinois. The car was partially restored during the winter of 1977-78, and now serves as a unique dining and lunch car for museum visitors. (We veteran North Shore riders always affectionately referred to the 415 as the "soup wagon"—J.B.) The Seashore Trolley Museum stocks some of the most varied types of railroadianna in the country, from books and postcards to records and patches. Sometimes it's worth a visit to the museum just to visit the gift shop—and get a 10% discount if one is a society member.

Many of the upcoming car projects will tax the ingenuity of the shop force. In some cases in order to secure a representative of a particular type of car, it has been necessary to obtain old bodies used for everything from chicken coops to overnight camps when their passenger carrying days were over. One such example is Portland-Lewiston interurban, *Narcissus*. All the interurban cars on this speedy line were named after flowers. For 35 years the body reposed on the shore of Lake Sabattus in Maine, used as a summer home after the abandonment of the line. When negotiations were concluded, the owner agreed to part with the car body providing a replacement building could be erected of equal size. Preparations for movement of the body began in 1969. By this time the museum had sufficient funds and transportation equipment to make the move possible. The Highway Monster followed the route of the Portland-Lewiston Interurban as closely as possible through Lewiston, Auburn, New Gloucester, Gray, West Cumberland and Portland. Finally, on Halloween 1969, the *Narcissus* rejoined its own kind. At the present it is safely under cover like many other similar cars awaiting the tender, skillful restoration magic by the shop crew.

One of the best times for the fan to photograph Seashore cars is during the annual Members' Day weekend around Columbus Day in early October. It is at this time many of the real jewels of the collection are brought out into the sunlight to bask in the glowing comments of visitors. Many of these cars do not see regular service because of their fragile, pristine condition.

With a membership of over 1000 persons from all walks of life, the Seashore Trolley Museum draws an active nucleus of about 200 volunteers and paid employees who spend weekends and summers preserving the sights and sounds of the electric railway, one America's fifth largest industry. For an annual $10.00 fee (or $5.00 for student, military, disabled, clergy or retired over 60) one can become a member of the New England Electric Railway Historical Society, Inc., and participate in the activities. The mailing address is: Membership Secretary, Joseph B. Doherty, 40 Hawthorne Ave., Arlington, MA 02174.

With continued public support—over 46,000 visitors last year—Kennebunkport's electric line will continue to keep the juice flowing.

We'd like you to meet...

Mike Eagleson

Searching internationally for steam locomotives in regular service has been Mike Eagleson's avocation for over two decades, and he's shared his knowledge and experience generously through books and his *In Search of Steam* column in *Railroad* and now R&R. So far, Mike has breathed the air of 50 countries and six continents in his relentless pursuit—and not being independently wealthy, the traveling was paid for with hard work and a lot of spartanizing back home. The journeys were often made ". . . with the price of the air fare plus a hundred bucks." Traveling with Mike on a foreign steam bash is an arduous ordeal of overnight drives in rented cars, substandard accommodations, skipped meals and ambitious itineraries.

As a teenager from New Jersey in the late 1950's, Mike caught the swan song of steam on the N&W, CNR, CPR, Gainesville Midland and other short lines before heading to Mexico and Europe. Later, one, two or three major foreign steam expeditions per year took him to every major continent following the diesel salesman around the world. In doing so, he has become one of this country's recognized experts on foreign steam.

Professionally, Mike is a graphic designer, photographer and writer. He is a graduate of Parsons School of Design and holds a B.S. degree from New York University and an M.B.A. from Fairleigh Dickinson University. He has coauthored books with Ron Ziel including *Twilight of World Steam*, and *Southern Steam Specials*, and has his own byline on *Steam on the Anthracite Roads*, *Parade Up the Hudson* and *Motive Power of the Jersey Central*. He is presently working on *Canadian Steam—Past and Present*. In addition, he has contributed to a number of other books and publications and served for a time as associate editor of *Railroad*. The revenues from his publications go ". . . into that bottomless pit of travel money," although Mike admits that since he and his wife, Naomi, have begun restoration on their 1880 Queen Anne home in Glen Ridge, N.J., he's contemplating a bit less traveling for a while. He keeps his "pet" in the carriage house: a 1948 Lincoln Continental.

Mike is president and 30% stockholder of the Royal Hudson Locomotive Company, Ltd., which owns CPR 2839, presently subleased to the Southern Railway. As Doug Brown, one of the original stockholders observes, "We owe the presence of 2839 today almost totally to Mike. In the early stages of organizing when we were talking about buying an engine, it was Mike who pulled us all together and got the money on the table when it was needed and the opportunity was not missed."

Bert Pennypacker

This respected byline makes its debut to RAILFAN readers, while the *Railroad* folks will find it right at home. "Looking back 40 years to a cold and drizzly Sunday morning in January 1938, I recall that my first significant railfan adventure occurred when I turned out to greet Pennsy GG1 4863 which had the honor of pulling the first electrically-powered tain, *The Metropolitan*, from Philadelphia to Harrisburg," Bert comments. "My teenage curiosity had been aroused by the Pennsy's construction crews as they built the catenary through my hometown of Coatesville, Pa., and I soon found myself being led down the primrose path toward a lifelong avocation that my wife, Theresa, has described as a 'train brain'."

Born in Philadelphia on October 1, 1923, Pennypacker grew up and went through high school at Coatesville. He was married in 1953 and moved back to Philadelphia, where he has lived for the past 25 years. He spent much of that time railfanning the Northeast and kept three Kodak 616 cameras busy on subjects ranging from D&H 4-6-6-4's to Pennsy electrics and Reading streamlined Pacifics on the *Crusader*. He attributes much of his writing success to 25 years of railfanning experience before trying to write about anything. His initial article was on the Reading T-1 4-8-4's in 1960 *Trains* Magazine. Since then he has been published in a number of magazines on a wide variety of subjects. His biggest projects were the texts and rosters for Al Staufer's *Pennsy Power* and *Pennsy Power II* as well as compiling and writing *Reading Power Pictorial* and *Eastern Steam Pictorial* for D. Carleton Railbooks. He considers his all-time Pennsy diesel history/roster in *Pennsy Power II* to be his biggest and best single achievement.

Bert goes on to say, "I was employed for many years in the shipping department of a specialty paper bag manufacturer, but in the early 1970's, life dealt me a cruel blow as I began experiencing some serious eyesight problems which eventually led to an early retirement and severely curtailed my active railfan activities out in the field. However, I don't feel that this handicap prevents anyone from railfanning, for it only limits certain activities and slows me down a bit."

Having sold his negative collection several years ago, Bert has turned to research and writing as the primary thrust of his hobby. As he sums it up, ". . . railfanning can be enjoyed anywhere, for my participation—in past active years and present less active times—is a quest for information and knowledge. That, in the end, is what the hobby is all about."

the book

Carstens

NEW ARRIVALS

American Narrow Gauge (5231), Krause. John Krause surveys the once prolific narrow gauge roads in the 50 states. 256pp, hrdbnd **$24.95**

Fogg and Steam (5707), Clodfelter. Large format (11"x14") book featuring Howard Fogg color paintings of 25 different North American steam locomotives with accompanying text by Fogg and photos and description of the subject. A lavish and entertaining pictorial. 152pp hardbound ... **$75.00**

America's Colorful Railroads (1450), Don Ball. The first 100% full color pictorial of North American railroading, featuring steam and early diesel in the 1940's and 1950's. 10"x11", 212pp hrdbnd **$29.95**

Stairway to the Stars (5400), Dan Abbott. Illustrated history of Colorado's Shay-powered Argentine Central Ry. Maps, color paintings, b&w photos and drawings. 160pp, hrdbnd **$19.95**

PA4 Locomotive (1400), Anderson and MacDermot. Detailed study of the four D&H PA's from Alco's initial design through M-K rebuilding and Boston service. Unusual technical data on diesels, air brakes and innards. 128pp hrdbnd **$20.00**

Union Pacific Steam Northwestern District (5403), Ehernberger and Gschwind. A consolidation of earlier *Smoke Down the Canyons*, covering UP's Idaho Division, and *Smoke Along the Columbia*, covering the Oregon Division, including Camas Prairie and Spokane International UP steam in action and roster shots plus history and data. 136pp hrdbnd **$13.95**

Sherman Hill (5402), Ehernberger and Gschwind. History and photos of UP's famous Wyoming grade from steam to turbines and diesels. Extensive photos, maps and data. 130pp hrdbnd **$12.95**

Age of Steam (5555), Beebe & Clegg. One of the all-time great pictorials. 527 photos, hrdbnd **$15.00**

Basset-Lowke Rys., (9812). Foremost British toy & scale train maker, hrdbnd **$10.00**

The Bessemer & Lake Erie R.R. (5207), Beaver. History, steam and diesel photos. 184 pages, hrdbnd ... **$13.95**

Blue Ridge Trolley (5208), Harwood. 76 mile Hagerstown & Frederick Rwy., illus, maps, etc **$11.95**

The Cable Car in America (5548), Hilton. Cable cars from New York to California, 484pp **$17.50**

The California Zephyr (2200), Zimmermann. Story of CZ with full equipment data. 104pp hrdbnd **$10.95**

The Cars of the PRR (6799), Wayner. Roster photos and data of PRR freight, passenger and cabooses. 68pp **$4.95**

C&O Power (6658) Staufer, Data & photos of C&O steam and diesels 1900-1965. 350pp hrdbnd **$20.00**

Change at Park Street Under (7815), Cudahy. Story of Boston's subway. Hrdbnd **$6.95**

Cincinatti & Lake Erie (5215), Keenan. 269 mile interurban to the Great Lakes, 224pp, illus, 8½x11 ... **$18.95**

Commuter Railroads (2747), Dorin. Summary of suburban rr's nationwide, 184pp, 357 pix **$8.95**

Comstock Mining & Miners (5509), Lord. Reproduction of 1883 edition, western lore, 578pp **$10.00**

Covered Bridges of the West (5528). They are not all in the east. 201 photos, 150pp **$5.95**

Curved Side Cars (6766), Wagner. Cincinnati "rubber stamp" design, 200 photos, spiral bnd **$9.00**

Delaware & Hudson (5539), Shaughnessy. 150 year history of famous eastern bridge line, 488pp **$16.50**

The Diesel Years (5221), Olmsted. Pictorial sampling Sharks to EMD's. 160pp hrdbnd **$14.95**

Dinner in the Diner (6856), Holister. Great Railroad recipes of food from great trains **$9.95**

A Decade of the D&H (2201), Zimmermann. The D&H 1967 to 1977 photos and lively history. 80pp soft **$6.95**

Decade of the Trains: The 1940's (7820), Ball-Whittaker. WWII homefront railroading. 288pp hrdbnd **$24.95**

The DO Lines (2400), Ed Lewis. The first nine short lines created from Conrail. 124pp, softcover **$7.95**

The Doodlebugs (6000), McCall, Illustrated history of AT&SF motor cars. 256pp hrdbnd **$26.95**

Erie Power (6659), Staufer & Westing. Erie steam and diesel pix and data to 1970. 448pp hrdbnd ... **$28.00**

The 50 Best of B&O (4601), Barr. B&O steam and diesel pictorial. 50 big photos **$10.00**

The 5:10 to Suburbia (5901), Olmsted & McMillan. Pre-RTA Chicago commuter lines. 152pp hrdbnd .. **$14.95**

400,000 Miles by Rail (5551) Blanton. Author's 50 years of train riding, 184pp, 200 illus, 8½x11 ..... **$8.50**

Grand Central (5232), Middleton. Illustrated history o NYC's Grand Central Terminal. 160pp hrdbnd . **$17.95**

Great Lakes Car Ferries (5519), Hilton. Marine railroading on Great Lakes, specs **$6.00**

Gold Rush Narrow Gauge (6863), Martin. The White Pass & Yukon Alaska nar ga, illu **$7.95**

Hawaiian Tramways (5227), Melvin & Ramsay. Horse & trolley days around Honolulu, 34pp, illus **$4.00**

Hetch Hetchy and it's Dam Railroad (5553), Wurm. Serviced dams & pipelines, 400 illus **$13.50**

Hudson River Day Line (5536), Ringwald. History of great river steam boat line, hrdbnd **$9.50**

Huntington & Pacific Electric (6864), Crump. Pictorial album of PE. Hrdbnd **$7.95**

The Inclines (6763), Wagner. Cincinnati's hillside railways. 48pp, well illus, pprbnd **$3.35**

I Remember Pennsy (5800), Wood. Don Wood's PRR pictorial spectacular. 168pp hrdbnd **$12.95**

The Iron Horse at War (5558). Valle. Superb pictorial of US rrs in WWII. 260pp hrdbnd **$12.50**

Iron Horses to Promontory (5205), Best. Tribute to the golden Spike, photos, drwngs, 208pp **$13.95**

Katy Northwest (5703), Hofsommer. Sensitive study of an MKT branchline. 320pp hrdbnd **$26.95**

The Last of Steam (5513), Colias. Last decade of steam in the U.S., 260pp, 275 pix, hrdbnd **$11.50**

Last of the 3 ft. Loggers (5162), Krieg. West Side Lumber, Yosemite Valley, others, 190 illus **$8.95**

The Last Whistle (5552), Warner. Cliff hugging RR south of San Francisco ca. 1900 ..... **$8.50**

The Lehigh & Hudson River (5601), Pennisi. Pre-Conrail railfan pictorial, 56pp softcover **$4.00**

The Lehigh Valley (5600) Pennisi. Pre-Conrail railfan pictorial. 60pp softcover **$4.00**

The Lehigh Valley R.R. (5557). Archer. Illustrated history of LVRR. 372pp hrdbnd **$17.50**

Life on a Locomotive (5549), Williams. Life in the cab, by a C&NW engineer, 223pp, 6x9 ..... **$5.95**

Little Railways of the World (5508), Shaw, Talyllin, and all the other little gems, 270pp **$7.50**

Locomotives in My Life (5801), Wood. Pictorial of Don Wood's favorites. 320pp hrdbnd **$22.50**

The MA & PA (5523), Hilton. History of the Maryland & Pennsylvania, profusely illus., 183pp, 6x9 ..... **$6.00**

Maine Scenic Route (1895), Crittendon. The two footers, plans, maps, illus 6x9, hrdbnd **$10.00**

Maine Two Footers (5503), Moody. The classic and must reading for two foot fans, all lines **$7.95**

Mansions on Rails (5504), Beebe. Private RR cars in all their splendor, by the master, 380pp **$12.50**

Mexican Narrow Gauge (5541), Best. Varied gauges with U.S. built steam power, fun, 180pp **$7.50**

Matches, Flumes & Rails (6870), Stephens. Butte County RR logging road, photos, maps **$15.00**

Milwaukee Road-West (2749), Wood. Steel & heavy electrics thru the sage, 8½x11, hrdbnd **$14.95**

The Missabe Road (5221), King. Story of the big steam ore hauler DM&IR, 225pp, illus, hrdbnd **$15.95**

Mixed Train Daily (5517), Beebe. Greatest book on mixed and short trains ever, 370pp, 8x11 ..... **$10.95**

Monon Route (5559), Hilton. History and photos of Indiana's own railroad, 321pp hrdbnd **$16.50**

Narrow Gauge to the Redwoods (6849), Wurm & Graves. North Pacific Coast & SF paddle whl. ferries ... **$12.95**

Narrow Gauge in the Rockies (5502), Beebe & Clegg D&RG, RGS, Mears lines, terrific, 224pp **$11.95**

Nevada County Narrow Gauge (5533), Best. California RR that hauled gold thru mountains, 224pp, 8½x11 ..... **$7.50**

Narrow Gauge Nostalgia (6858), Turner. NCNG, Bodie & Benson Brookings, Lmbr., Car. & Colo., 8½x11 **$12.95**

Northern Rails (1500), Ron Johnson. Railfan guide to Me., Vt. and N.H. with maps and pix. 32pp soft . **$3.50**

The Northerns (4002), Farrell & Pearsall. Definitive work on 4-8-4 class steam locomotives, 250pp **$20.00**

North Shore (5169), Middleton. Everybody's favorite (and fastest) interurban, The Last **$10.95**

O-& W (5501), Helmer. The Railfan's railroad of the east, 228pp, 6x9, 150 photos **$7.50**

Overland Limited (5526), Beebe. Beebe at his elegant best covering a great train. Vintage pix **$5.95**

Pacific Coast Shay (5172), Ranger. From origin of the Shay to the PC type, 112pp hrdbnd **$10.00**

Pacific Electric (5157), Duke. History of California's history making interurban system **$4.25**

Passenger Train Annual No. 3 (7100), PTJ. Passenger pictorial old and new. 76pp, 16 color, soft **$6.95**

Passenger Train Consists (6795), Wayner. Actual documented 1940's consists, 50pp, photos **$4.75**

Pennsy Power (6652), Stauffer. PRR steam & electrics data and pix. Color calendars. 236pp hrdbnd **$22.00**

Pennsy Power II (6653), Stauffer. PRR diesel, electrics and some steam. 350pp hrdbnd **$20.00**

depot

readers' book service

Pennsy Steam and Semaphores (2754), Westing. Complete Pennsy history & challenges. 192pp 300 pix **$13.95**

Piedmont & Northern (5218), Fetters & Swanson. Great electric Rwy. system of the South. 176pp **$15.95**

Pine Across the Mountains (5211), Hanft. McCloud River RR, California fascinating short line **$15.95**

Pocket Encyclopedia of British Steam Locomotives (9806), Nock. 192 locos in color. 192pp **$2.95**

Portrait of a Silver Lady (5702), MacGregor & Benson. Superb *California Zephyr* history and pictorial. 358pp hrdbnd **$35.00**

Pullman & Private Car Pictorial (6790), Wayner. 120 photos of great pass. cars, 11x8½ **$6.95**

The Railroad Caboose (5198), Knapke. 100 year development of the caboose, fascinating. 240pp, illus **$8.95**

Railroad in the Clouds (5701), Wm. Wilson. The Alaska R.R. 1914-1945. 290pp hrdbnd **$28.00**

The Railroad Scene (5202), Middleton. Steam & diesel railfan pictorial. 144pp hrdbnd **$13.95**

Railroads in the Woods (5516), Labbe & Goe. Thrilling story of logging operations, geared locos **$11.50**

Railroads of Arizona, (5554), Myrick. Southern Arizona's railways. 480pp. 542 illus. maps **$19.50**

Railroads of Nevada, Vol. I (5521), Myrick. 50 Nevada roads, special maps, 8x11, hrdbnd **$15.00**

Railroads of Nevada, Vol. II (5522), Myrick. Railroads of southern Nevada. 8x11, hrdbnd **$15.00**

Railroad that Lighted Southern California (6853), Johnston. The San Joaquin & Eastern, 128pp .. **$11.95**

Railroads: An American Journey (7819), Ball. Superb pictorial of 1950's railroading. 288 pp hrdbnd .. **$19.95**

Rails Under the Mighty Hudson (7812), Cudahy. N.Y. City rr tunnels to date. Hrdbnd **$6.95**

The Reading (5602), Pennisi. Pre-conrail railfan pictorial. 64pp softcover **$5.00**

Redwood Railways (5506), Kneiss. Story of the RR's which grew into the Northwestern Pacific **$6.00**

Redwoods, Iron Horses and the Pacific (6865), Crump. California Western's Skunk Line. 160pp **$12.95**

The Remarkable GG1 (1979), Zimmermann. Illustrated story of PRR/PC/CR/Amtrak's GG1 electrics. 72pp. **$4.75**

Revival of the 2101 (2450) Hart. Photos and details of Chessie 4-8-4 2101 at Reading Shop 1978. 49pp soft **$5.95**

Ride the Big Red Cars (6840), Crump. Narrative history of the Pacific Electric. 240pp, hrdbnd **$15.00**

Rio Grande (5518), Beebe & Clegg. D&RGW mainline to the Rockies. Splendid. 380pp, 540 illus **$12.50**

Rio Grande Glory Days (5228), Lathrop. Heyday of the D&RGW narrow ga. lines, 356pp, illus **$10.95**

Rip Van Winkle Railroads (5544), Helmer. Picturesque Catskill Mountain short lines, hardbound **$7.50**

Route of the Warbonnets (5900), McMillan. Railfan pictorial of AT&SF action. 176pp hrdbnd **$18.95**

The Run of the Twentieth Century (6788), Hungerford. Outstanding reprint of NYC book, plans **$4.95**

Rutland Road (5532), Shaughnessy. Superb history and pictorial of Vermont's classic. 370pp hrdbnd . **$11.50**

St. Louis Car Company (5560), Young & Provenzo. History of trolley/rail carbuilder. 304pp hrdbnd **$16.50**

Santa Fe (5163), Duke & Kistler. A must for all ATSF buffs, 184pp, maps, photos, paintings **$14.95**

The Search for Steam (5561), Collias. Steam in the 1950's; Collias at his best. 360pp hrdbnd **$15.00**

Ships & Narrow Gauge Rails (5530), Best. History of the Pacific Coast Co., 160pp, hrdbnd **$6.00**

Short Haul to the Bay (7805), Henwood. Story of the Narragansett Pier RR, 48pp, map, roster **$3.50**

Shortline to Paradise (6866), Johnson. Saga of the Yosemite Valley RR, 100pp, illus, hrdbnd **$6.95**

Sierra Railway (5515), Deane. Building the SRR, other lumber roads, 300pp, 360 photos, 6x9 ..... **$6.00**

Slim Rails thru the Sand (6848), Turner. 80 years of Carson & Colorado & SP narrow gauge, 112pp.. **$8.95**

Southern Pacific Steam Locomotives (5151), Duke, Pictorial, wood burners to Daylights **$8.95**

Southern Railway Panorama (1980), Kramer. Photos and history of SR early diesel and late steam. 56pp soft **$4.00**

South Pacific Coast (5540), MacGregor. SPC narrow ga, served Alameda to Santa Cruz. 278pp **$10.95**

South Shore (5209), Middleton. CSS&SB, Insull's Indiana interurban, last great show under wire . **$11.95**

Steam Locomotives of the Frisco Line (5705), Stagner. History and photos of SLSF steam. 136pp hrdbnd **$17.95**

Steamcars to the Comstock (5505), Beebe & Clegg. Virginia & Truckee and Carson & Colorado, 100pp . **$5.95**

Super-Power Steam Locomotives (5192), Cook. Photos and history of Lima Loco Works. 144pp hrdbnd **$12.95**

They Felled the Redwoods (6844), Johnston. The Sierra redwoods and RR's in the area, 160pp **$10.00**

Thoroughbreds (6655), Staufer. Full history of the NYC 4-6-4's. 352pp hrdbnd **$22.00**

Thunder in the Mountains (686), Johnston. The Madera Sugar Pine Co. of California, hardbound **$10.00**

Trains of Northern New England (1978), Krause & Bailey. B&M, CV, MEC, Rutland. 96pp sftbnd **$7.50**

The Trains We Rode, Vol. I (5534), Beebe & Clegg. Passenger trains on rr's A thru N. 466pp **$17.50**

The Trains We Rode, Vol. II (5535), Beebe & Clegg. Passenger trains on rr's O thru Z. Beebe's last .. **$17.50**

To the Mountains by Rail (9814), Wakefield. NYO&W and the Catskill resorts. 415pp hrdbnd **$20.00**

Twentieth Century (5520), Beebe. Chronicle of one of the world's great trains, 180pp **$6.95**

Uintah Railway (5545), Bender. Colorado's narrow gauge Gilsonite route, hardbound **$9.50**

The Up-Country Line (7811), Mead. History of the Boston, Concord & Montreal. Hrdbnd **$6.50**

Ulster and Delaware (5229), Best. Story of the Catskill Mt. railroads, 320 illus **$14.95**

Vancouver Island Railroads (5214), Turner. Mining, logging & main line operations, 170pp **$14.95**

Vanishing Markers (7813), Fisher. Stories of the B&M in '40's & '50's. 128pp hrdbnd **$14.95**

Carstens Publications, Inc. **Dept. 5803**
P.O. Box 700
Newton, N.J. 07860

CARSTENS PUBLICATIONS

I am enclosing check or money order for $. . . . . Please send me the books I have indicated below. (If you do not wish to cut this magazine, print or type titles and numbers on a sheet of paper.)

Name _____

Street _____ Apt. _____

City _____ State _____ Zip _____

Please print or type legibly. N.J. residents sales tax.

Camera Bag

BY JIM BOYD

Super cameras

I received a letter the other day from Tim Souders of Wichita, Kansas, that voices a question many of you may be pondering. His letter goes as follows: "I'm soliciting some advice in the way of a 35mm SLR camera. My little Argus has served me well, but I'm especially tired of that blasted screw-mount lens, and I'm ready to move up, anyway. I'm aware that, generally, you pay more for the optics rather than the camera. What I'm "hung-up" on decision-wise is whether to buy a semi-automatic (match-needle), aperture-preferred or shutter-preferred automatic. I rather lean toward one of the automatic types, but I'm somewhat leary about letting a "computer" pick the shutter speed or aperture. May I have your thoughts on this? P.S., a Nikon F2 is out of the question."

To begin with, I'm not sure "optics" are the determining factor any more, at least when it comes to normal lenses. For typical railfan work I doubt that you could tell the difference between the best Nikon 50mm and the cheapest discount store special—but the difference would be quite noticeable in "wide open" performance and in sharpness of wide angle or other special lenses. In the full range of apertures, though, I've never been able to see any difference between our company Nikons and my old Pentax Hla's (by contrast, my first 28mm Super Takumar wide angle for the Pentax just wasn't sharp, while a totally new lens purchased a few years later with the same catalog number and name was excellent).

For most railfan work the super "fast" lens apertures simply aren't necessary—but they contribute substantially to the cost of the lenses. A relatively inexpensive f2 normal lens will serve the typical railfan just as well as the much more expensive f1.4, and I know from experience that the Nikon 50mm f2 lens is much better for night work than the 50mm f1.4, because the f1.4 lens scatters the light and creates all those little "flying saucers" around any direct light in the picture, a problem that's almost nonexistant on my f2. While I wouldn't recommend anything slower than an f2, I've never really found a need for anything faster and more expensive, because when you're down to that dim light, you're probably going to want to forget action photography and plant the camera on a tripod anyhow. On the matter of a 50mm versus 55mm "normal" lens selection, my personal choice would be the 50mm. I worked with the Pentax 55's for almost a decade and didn't know how "confining" that slightly long lens was until Hal dropped the company Nikon with a 50 into my hands. The 55mm is nice for "people" and non-rail photography, but in the world of telegraph poles, trackside shrubbery and locomotive "sandwiches", that 50mm has come in very handy. Anything shorter than a 50, however, begins to get too close to the problems of wide angles.

Now for the matter of automatic versus semi-automatic. The one firm rule of railfan photography is that you *must* be able to control your shutter speed. We are dealing most of the time with the need to stop action (and that can be in the form of a moving train or simply your trigger finger on the camera). Since we are working with large subjects at comparatively great distances, depth of field—and thus aperture—is relatively unimportant. You are far more likely to jiggle the camera or have a fast-moving train blurred from motion than you are to have it out of focus from poor depth of field. For my own work, I stay at 1/500th of a second until the light gets down to where I'm one stop above wide open (that's f2.8 on my f2 normal lens), and then I'll begin backing the shutter speed down until I hit 1/125th. Anything less than 1/125th at f2.8 (assuming ASA64 film like the Kodachrome 64 I generally use), you are getting into the "twilight zone" and will have to select shutter speed versus aperture for the least offensive undesirable effect (I've gotten some interestingly funky shots hand-holding 1/8th of a second at f2, but while they're fun at a slide show, they're not exactly publication quality). And incidentally, that one-stop-above-wide-open practice is because almost any lens has its greatest loss of sharpness—especially at the edges—between wide open and that first full click-stop down.

If you accept the preceeding logic, you should be ruling out any aperture-preferred automatic camera. The expense on the new "super" cameras comes in the degree of flexibility they offer. The very expensive cameras will give you either aperture or shutter preferred with quite a degree of manual override in either. The inexpensive automatics tend to force you to stay in the automatic mode, and for railfan work this isn't always desirable. Even with a shutter-preferred automatic, you are now letting the light meter do all your thinking for you—and even the very best light meters aren't that smart. To give you an example: I was chasing an L&N hopper train down Elkatawa Hill one late afternoon this past May. There were few places where the hazy sun was hitting the tracks as it hugged the southeast slope of the mountain, but there was one illuminated spot with a small deck girder bridge over a stream and driveway to an interesting house tucked into the hillside. With a wide angle lens I could get the bridge, train and house in the background. There was only one problem; moving the camera slightly up and down between the sunlit bridge, dark hillside and hazy bright sky, my light meter was wandering back and forth about four stops—any one of which an "automatic" camera would have interpreted as correct, depending on a very slight change of angle. The light reading at the angle where the framing of the picture was proper gave an exposure for the darkest part of the scene. That would have badly overexposed the train, but reading for the train would have plunged the background into almost total darkness. Comparing the readings, I backed off about a stop from the bright reading and took my chances. It worked. The train is gleamingly backlighted but not washed out, and you can see the full detail of the shadowed background. I don't think an inexpensive shutter-preferred automatic could have pulled that off without some fancy fiddling.

Based on my experience with the Nikon F and Pentax Spotmatic, I'd stick with a semi-automatic match-needle camera if you're concerned about price. This lets you outthink the light meter in those situations when it's necessary and still follow it precisely for most work. Here again, price is the key. If you're willing to pay the money, the more expensive fully automatic cameras give you easy manual override options. You're paying for versatility. If you can find a good shutter-preferred automatic with easy manual override, buy it. Otherwise, it's hard to go wrong with a match-needle.

One final word of advice. Don't let that light meter—match-needle, hand-held or super-duper-built-in-automatic—do *all* your thinking for you. Get to the point where you can estimate the exposure with no meter whatsoever, and then use the meter to confirm and "trim" your estimate. If you can look at hazy evening light and think, "... looks like about three stops down ...", you won't be caught wondering what happened when the meter's dying battery gave you six stops down in its last gasp. I've seen too many photographers who should have known better following a deteriorating light meter right down to disaster while never suspecting it was giving wrong readings. Don't get paranoid and never trust the meter, but develop your own skill as a photographer so that you know when to question the reading it's giving. Something else to keep in mind is that a camera and its built-in light meter are mechanical systems that may be accurate and relative only to themselves. Your camera/meter may often get slightly different readings than your friends' equipment. The adjustments on your meter may be slightly off or your camer's shutter or lens apertures might be slightly inaccurate in relation to the factory specifications or someone else's equipment. Learn to get the desired results with your camera and to trust it and your own instincts. Tony Koester and I had identical Nikons, but we got the same results when he shot at 1/500th at f6.3 and I shot 1/500th at f5. We were both "right". When my camera was overhauled and recalibrated, I gained a half a stop and now get those same results at f5.6. A camera is just a machine, and no mater how expensive or precise it is, you'll have to get used to its idiosyncracies (and for Pete's sake, don't go out and buy that brand new camera just before your "big trip" only to discover that the new beast reads about a stop darker than your old camera and all your slides are awful—run a few rolls of film through the camera first and get a "feel" for the new hardware).

Some of the new fully automatic cameras can do some pretty wonderful things, including reading exposures on open-flash night shots. It has been said that a "good photographer is one who knows his equipment," and the fully automatic cameras can make life very easy for an experienced photographer who knows what the "automatic" is doing to him. An automatic camera, however, will not make an instant professional from an inexperienced amateur, although it can cut down considerably on the degree of error.

Markers

FORMER *RAILROAD* STAFFERS Steve Maguire (left) and Mike Eagleson (right) were among those honoring retired Editor Freeman Hubbard (center) at the testimonial dinner in New York on June 14.

Freeman Hubbard testimonial

Over a hundred dignitaries from the rail industry, publishing field and railfan hobby gathered at O'Casey's Restaurant in New York City on the evening of June 14 to honor Freeman Hubbard, retired editor of *Railroad* Magazine and editor emeritus of RAILFAN & RAILROAD. Organized by Bill Withuhn (rail author and vice president of the Maryland & Delaware and Virginia & Maryland short lines) and the New York Chapter of the Railway & Locomotive Historical Society, the guests enjoyed a prime rib dinner and then paid tribute to Hubbard and his contributions to railroading and the hobby since going to work for *Railroad* in 1930.

Freeman's friend and former associate editor, Gorton Wilbur, acted as master of ceremonies, and he introduced an impressive succession of speakers who traveled in from all over the Eastern seaboard. Representing the railroads were Chessie Vice President Bill Howes, Southern's Jim Bistline and Conrail's Cecil Muldoon. Photographer Richard Cook arrived from Cleveland to represent the Brotherhood of Locomotive Engineers and Marshall Sage spoke for the United Transportation Union. All three of the national railfan organizations had officers present: Nelson Bowers of the NRHS, Howard Green and Charles Smith of R&LHS and Mel Ost of the RRE. Ed Wojtas, editor of *Amtrak News;* Luther Miller, editor of *Railway Age;* Otto Janssen of *Passenger Train Journal;* and the entire Carstens and former *Railroad* staff represented the industry and hobby press. George Tyson, secretary of the National Association of Railroad Passengers, and the nation's foremost railroad passenger, Rogers E.M. Whitaker (E.M. Frimbo), were also on hand. And fully appreciating the kind words being said about Freeman were his son and grandson.

The R&LHS inducted Freeman into the exclusive club of Honorary Life Members, joining such rail notables as John Barriger, W. Graham Claytor and John Kenefick. As mementos of the evening, he was presented the signed guest book and a handsome wall plaque with an honorary inscription and a rendering of ltlC&P 4-8-4 *Robert E. Lee* by artist and friend Betty Tona. Numerous letters and telegrams from those unable to attend, including Secretary of the Navy W. Graham Claytor and *Trains* Editor David P. Morgan, were read and presented to Freeman.

The Guest of Honor was enjoying the evening so much listening to others that he abandoned his prepared remarks and briefly thanked everyone for their kindness. Far from idle retirement at age 84, Freeman is preparing a massive *Encyclopedia of American Railroading* for McGraw-Hill and continuing his features *Interesting Railfan* and *The RAILROAD Heritage* for RAILFAN & RAILROAD.

One of the recurring themes among those present and sending letters was how as youngsters they encountered the old *Railroad* and had their interests in railroading brought into focus through its pages. Many indicated that the magazine encouraged them to enter railroading as a career, and almost all said that it widened their view of the hobby by showing that they "weren't alone". It would be proper to credit *Railroad* and Freeman Hubbard for much of the progress the railfan movement made in those pre-World War II years.

Hudson on the *Century*?

I apologize in advance for this. According to a press release, Rock Hudson is starring in the national tour of the Broadway hit *On The Twentieth Century*.

Foreign railroading

One of the most difficult policy decisions I've had to make with regard to RAILFAN and now R&R is how to deal with the matter of foreign rail material. Realizing that at best it will be only a small minority of our readership that will be able to travel overseas and make use of the information presented, I feel that the material can be of sufficient interest to the armchair fans and the active majority of our readers to merit inclusion.

One of the problems in the past has been that articles on foreign railroading almost seemed to "rub it in the nose" of those less affluent who have a hard time getting the wife and kids into the '72 Chevy wagon for a picnic down the road. I'll try to avoid this syndrome by presenting material that will be of genuine interest and by providing some

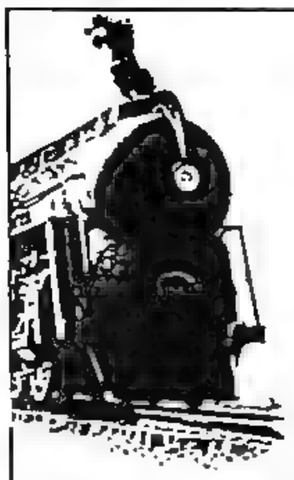
Unique **B&O, PRR, NYC, WM** Railroad Books...see your dealer or write for free literature.

BARNARD, ROBERTS & CO., INC.
6655 Amberton Dr., Balto., MD 21227
301 796-5655

Evda Slides

Charge it!! That's right, Mastercharge and Visa cardholders, we now honor your charge cards. Send your order, card number and expiry date and we'll do the rest. List, two samples $2.00

P.O. Box 1183 Maryland Heights, Mo. 63043



FAMOUS STEAM LOCOMOTIVES

THE LOCOMOTIVE ENGINEERS' BOOK — now available to all. First published by the Brotherhood of Locomotive Engineers, FAMOUS STEAM LOCOMOTIVES, a 96-page high quality album of classic steam photos, is once again in print.

"A collector's item" says RAILROAD Magazine.

11 x 8½, **$6.00** postpaid.

Order from the author:

Richard J. Cook
P.O. Box 6271
Cleveland, Ohio 44101

RAILFAN BINDERS

PRESERVE YOUR COLLECTION

Keep your RAILFAN collection neat, organized, and safe; ready for instant use. Handsome official olive binders are stamped in gold, hold 12 issues. Be sure to include actual street address in addition to P.O. box number for expedited delivery. NJ residents include state sales tax.

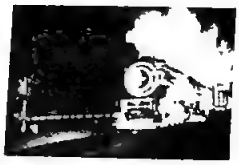
$5.95 ea. + 75¢ post.
$1.25 post. outside U.S.A.

CARSTENS PUBLICATIONS, INC.
Reader Service Dept. 4801
P.O. Drawer 700
Newton, New Jersey 07860

IF YOU COLLECT RR HARDWARE,
YOU NEED KEY, LOCK AND LANTERN!
PUBLISHED QUARTERLY $7.00 / YEAR
S.A.S.E. BRINGS SAMPLE ISSUE
KEY, LOCK AND LANTERN
P.O. BOX 15 SPENCERPORT, N.Y. 14559

KEY, LOCK AND LANTERN

PROBABLY THE BEST 35mm SLIDE SETS AVAILABLE ANYWHERE AT ANY PRICE!



129 Gas Turbines on the UP, 20 slides $9.95
130 SP Steam Spectacular, 30 slides $14.95
131 The SP Narrow Gauge, 26 slides $12.95
132 The Diesel Age — First Generation on the SP, 32 slides $15.95
134 The Diesel Age — Ohio Sampler, 20 slides $9.95
135 The Diesel Age — Cajon Pass, 20 slides .. $9.95
CUSTOM DUPING SERVICE ALSO AVAILABLE
Calif. residents add 6% sales tax, Foreign orders, ex. Canada, Add $1.25 per set.

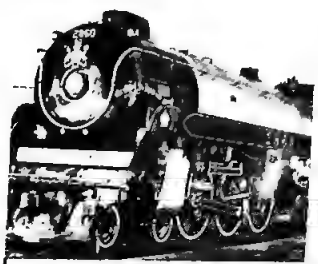
Tom Gildersleeve, 23553 Heather Knolls Place, Newhall ,Calif. 91321

CANADIAN PACIFIC IN THE ROCKIES
Volume Three

There are now three volumes in this exciting series specializing in the Canadian Pacific Railway throughout Western Canada. Volume Three contains a detailed map of the railway between Revelstoke and Golden, including the route of the abandoned line through the Rogers Pass. Locomotives dealt with include "Selkirks", the unique multipressure T4a, a 4-4-4 "Jubilee", "Decapods", the "Royal Hudson", "Pacifics", SD 40-2's, FP7's, FM "C Liners", GP9's etc. Each full page photograph is accompanied by an extensive, carefully researched caption.
Volumes One and Two are available at $3.50/copy including postage. Volume Three costs $4.00. Send your cheque or money order to BRMNA, 5124 - 33 St. N.W., Calgary, Alberta, Canada T2L 1V4.
Dealer Terms Available

RECORD of the MONTH
SB 4504 A Royal Hudson

A Royal Hudson



to readers of RAILFAN
$9.50
this month ONLY to your DOOR

STEREO/QUAD [CD-4] 12" LP

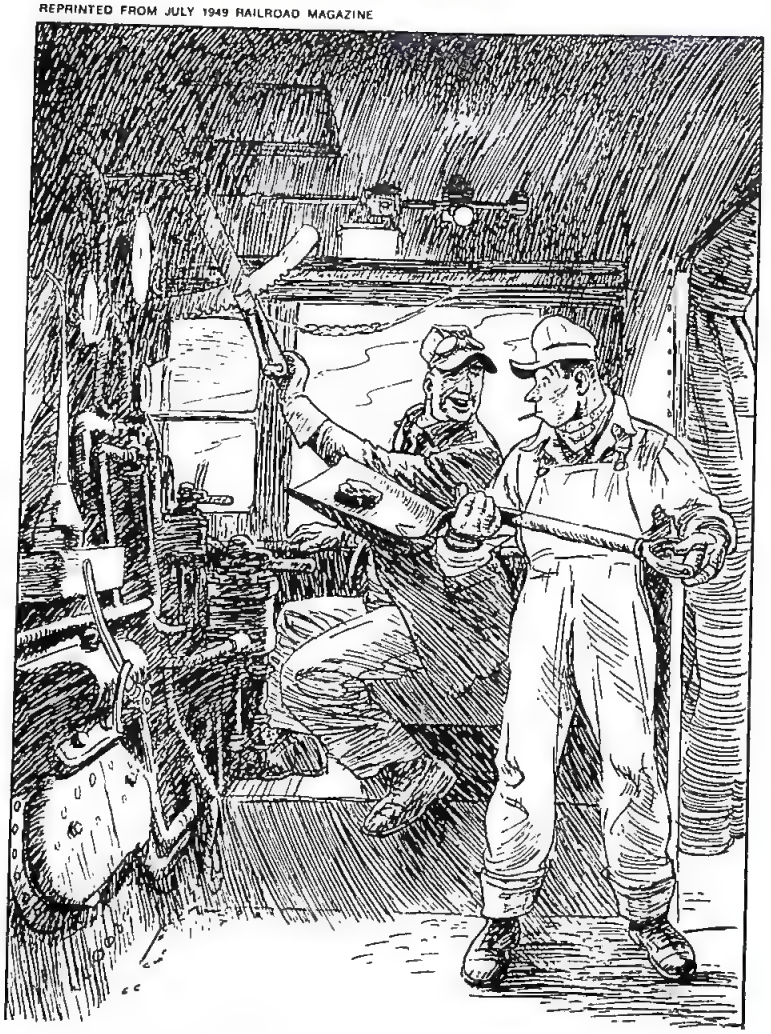
A beautifully restored locomotive, in equally beautiful surroundings. No. 2860 does her thing with five track side scenes, specifically planned for stereo/quad recording. Then, side two takes us in the cab, cleverly edited for continuity, where stack talk and whistle sounds abound. There is no excuse for not adding this album to your collection. Do it now!

Offer good only during month of this magazine issue.

— FREE Catalog upon request —

Mobile Fidelity Records
P.O. Box 336, Burbank, Calif. 91503
or see your Hobby/Record Dealer
Stereo 8 or Quad 8 Track Tape – $9.50
Stereo Cassette – $9.50

REPRINTED FROM JULY 1949 RAILROAD MAGAZINE



Not in the Wheel Report

By JOSEPH EASLEY

"Forgot coal again, huh? Why don't you keep that last piece as a souvenir of your railroading days?"

realistic traveling information along with it so that the expense and sophistication—or lack of it—in each venture is understandable. With the inflated dollar and new drastically reduced international group and specialty air fares, foreign travel is becoming more affordable by far more people than ever before. (As an indication of this, not only was author Mike Eagleson able to write about steam in Brazil, but another author, Ron Johnson, had just returned from there on a Rail Studies International tour, so foreign travel can't be that exclusive a club.)

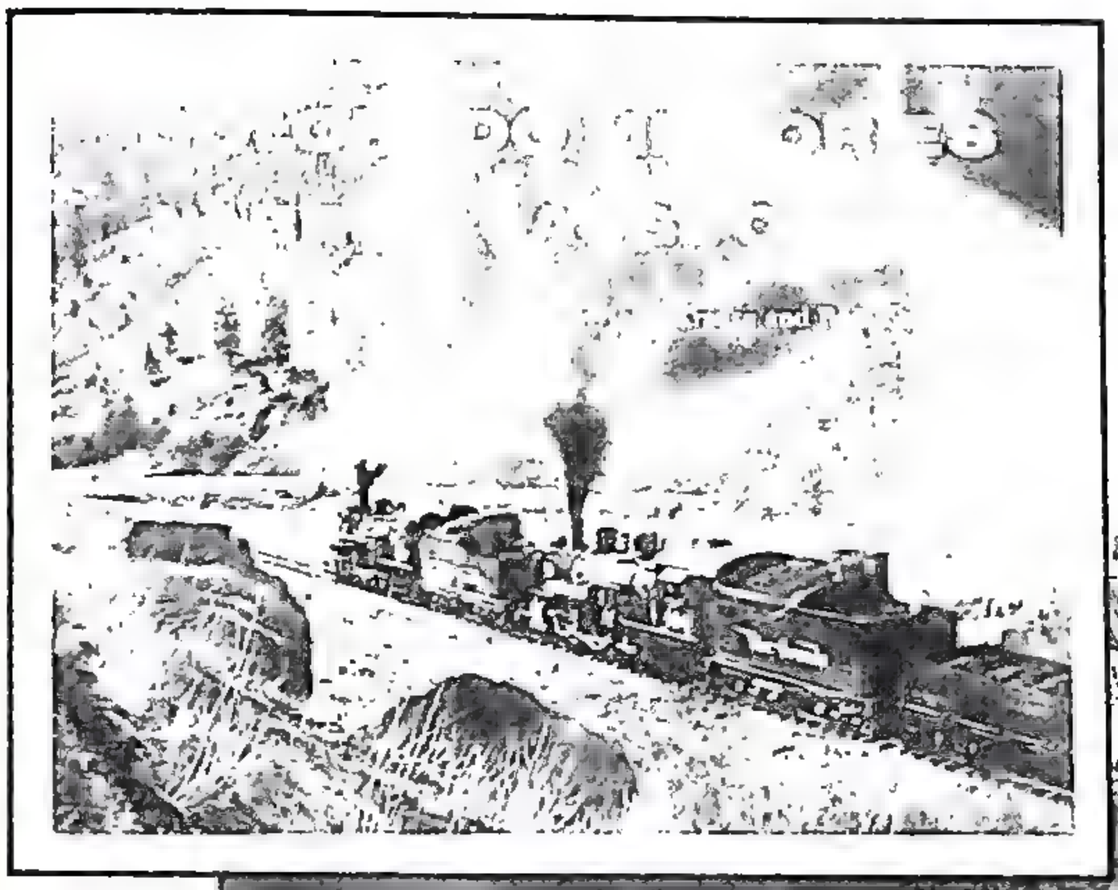
Our basic policy on foreign material will be that it must be contemporary and relevant—I doubt that even the most liberal of us are particularly interested in a now-defunct steam operation in Austria in 1965. While the emphasis will be on steam, I will consider articles on general rail travel so long as it presents an interesting operation and doesn't deteriorate into a my-vacation-in-Europe travelog. Mike Eagleson's column in the next few issues will summarize the world's remaining steam operations as a guide to planning foreign rail travel vacations. And we will not run more than one foreign feature article per issue.

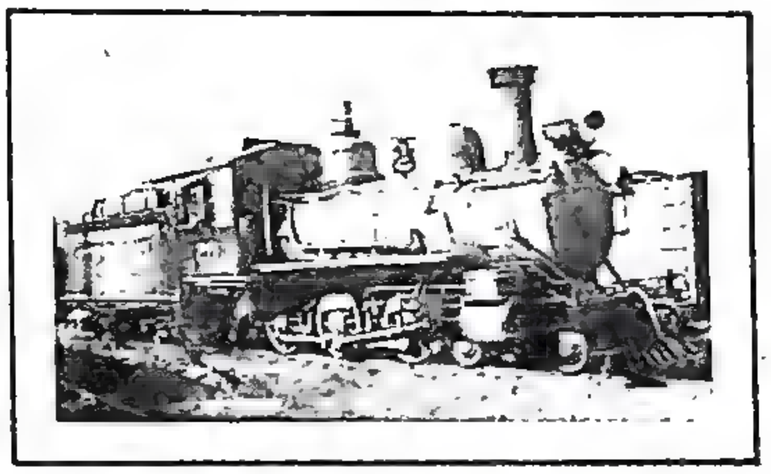
CPR 1201 operation

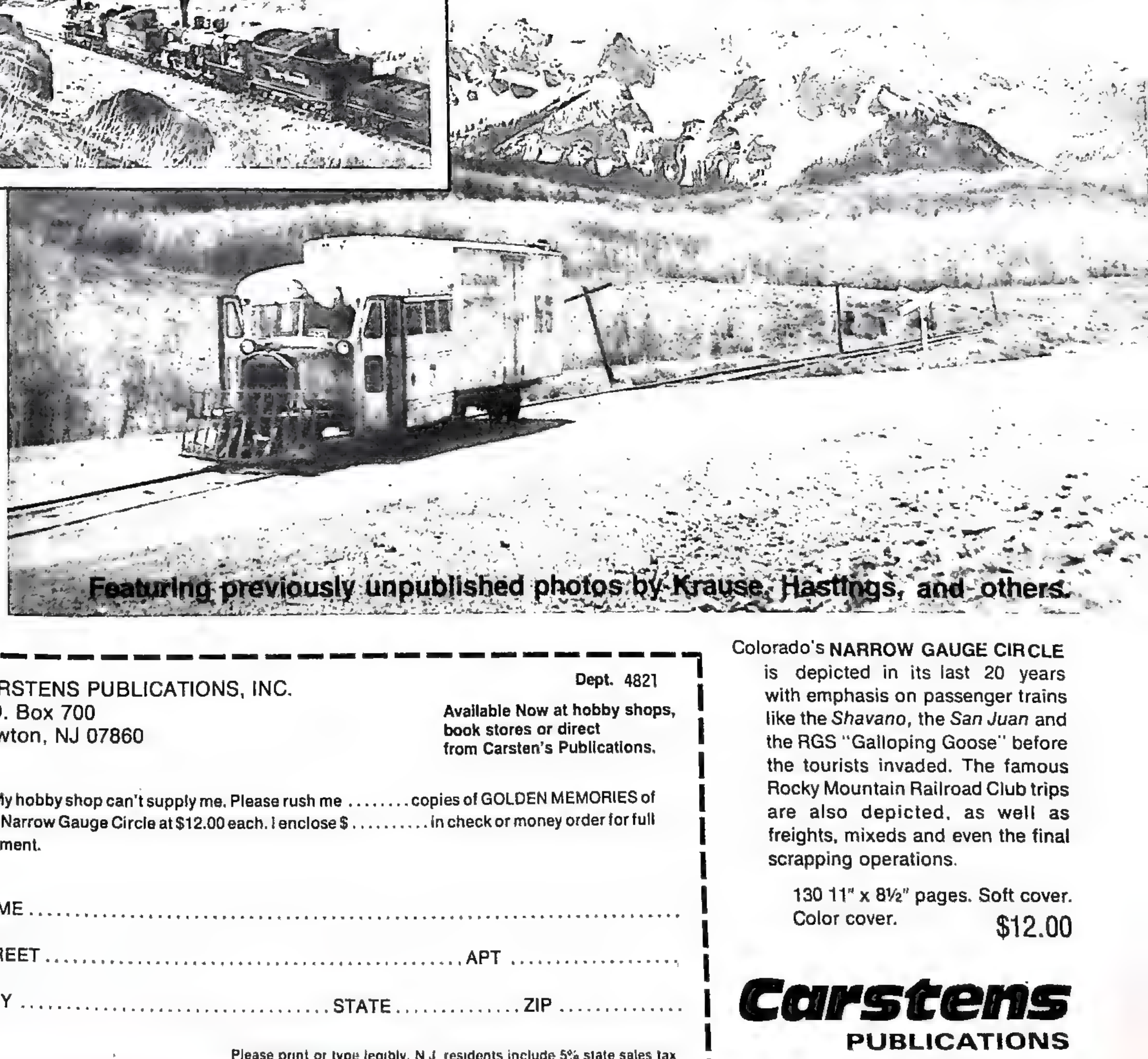
In spite of a Canadian Pacific general ban on steam operations over its lines, the National Museum of Science & Technology in Ottawa, Ontario, has managed to arrange for one more summer of running their CPR G5 4-6-2 1201 and excursion train between Ottawa and Wakefield, Quebec. This picturesque run has escaped wide publicity but is one of the most attractive one-day steam rides around. The 1201 has been beautifully restored and wears proper CPR livery, and the train consists of appropriate wine red and gold CPR open-window cars lettered either CPR or in the same style for the Credit

Colorado Memories of the Narrow Gauge Circle

A NEW BOOK FROM CARSTENS PUBLICATIONS **BY JOHN KRAUSE AND ROSS GRENARD.**







Featuring previously unpublished photos by Krause, Hastings, and others.

CARSTENS PUBLICATIONS, INC.
P.O. Box 700
Newton, NJ 07860

Dept. 4821

Available Now at hobby shops, book stores or direct from Carsten's Publications.

My hobby shop can't supply me. Please rush me ..... copies of GOLDEN MEMORIES of the Narrow Gauge Circle at $12.00 each. I enclose $ ..... in check or money order for full payment.

NAME .....

STREET ..... APT .....

CITY ..... STATE ..... ZIP .....

Please print or type legibly. N.J. residents include 5% state sales tax

Colorado's **NARROW GAUGE CIRCLE** is depicted in its last 20 years with emphasis on passenger trains like the *Shavano*, the *San Juan* and the RGS "Galloping Goose" before the tourists invaded. The famous Rocky Mountain Railroad Club trips are also depicted, as well as freights, mixeds and even the final scrapping operations.

130 11" x 8½" pages. Soft cover. Color cover. $12.00

Carstens
PUBLICATIONS

P.O. Box 700 Newton, NJ 07860

Switch List

SWITCH LIST CLASSIFIED ADVERTISING: Rates - 30¢ per word, minimum order $3.00. Count all initials, numbers, address components. Zip code is free and mandatory. Abbreviations such as COD, SSAE, rpm, tt's 5x7, 8mm, PO, count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: SWITCH LIST, RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in category deemed most appropriate: requested categories will be considered. All ads set in our standard 6 point type with lead in capital letters. All ads subject to approval of the publisher. Closes 1st of month, two months preceding date of issue.

RAILROAD ROLLING STOCK

THREE STEEL CABOOSES, built 1946 by International for the New York, Susquehanna & Western (similar to 1945 New Haven cabooses). Telephone: John Treen, Dir./ Maintainance, 201/943-5025. 979

FOR SALE: Railroad Passenger Coaches or Cabooses. Send long SSAE for current inventory. New England Rail Corp., P.O. Box 585, Providence, R.I. 02901. 979

TRAVEL

TRAVEL BRITAIN - Birthplace of Steam: Railbirds 14-day tours: Six to be run in 1979, commencing at York, Thursdays June 21, July 5 & 19, August 2, 16 & 30. Concluding London, Wednesdays, July 4 & 18, August 1, 15 & 29, September 12 (part bookings accepted). First class travel, good hotels, escorted throughout, almost all travel by rail - over celebrated routes, and staying at historic places - York (4 nights), London, Brighton, Chester, Oxford, Shrewsbury, etc. Experience 125 mph High Speed Train; main-line express Pacific Steam haulage; the finest preserved steam short lines; narrow gauges - the oldest in the world; workshop and museum visits. More than 250 steam locomotives, at over 23 different locations: "singles" to "decapods", "coffee-pots" to World record holders, plus vintage diesels and electrics. European steam too! Full tour (reductions for groups) includes reserved seating, most meals - from ancient coaching inns to vintage rail dining cars. Be a *real* loco engineer! STEAMDRIVE 8-day holidays on selected working steam railways, over six days of progressive instruction, theory and practice. Qualified tuition - cleaning, firing, driving, under authentic conditions. Numbers limited - early booking essential: write for details of available dates and venues. Help create and preserve Britain's steam rail heritage! RAILBUILD Holidays allow you to stay at, ride and join in the actual working life of a British preserved short line steam railroad. Learning enjoying and making real friends in doing something completely worthwhile. All membership privileges available, including free travel, etc. Write us for guide, stating interests. Any combination of the above three schemes may be arranged; ladies welcomed in all cases. Interesting concurrent alternative programs available for family members less dedicated to the iron road. Initial deposit 10% of prices, balance payable 2 months in advance. In all cases, write: Travel Britain, Irradion House, Southdown Rd., Harpenden, Herts., England. 979

FOR RAILFANNING THE IZAAK WALTON Inn has it all. Located on BN's main line sixteen miles west of the Continental Divide our Great Northern-built hotel provides delicious food, trackside rooms, a railroad bar, F7 "Covered Wagon" helper service, trestles, tunnels, snowsheds, Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Phone is an operator call to Essex #1. Izaak Walton Inn, Box 675 Essex, MT 55916. 180

RAILFAN FROM NEW ZEALAND requests accommodations in American Railfan homes in the NYC, Chicago, Atlanta & Los Angeles areas during Oct. - Dec. 1979. Board guaranteed. Please write for details to: Darrell Turner, 61 Lancaster Rd., Beach-Haven, Auckland. 10., New Zealand. 979

RAILROAD SLIDES, PHOTOS & MOVIES

ORIGINAL KODACHROME SLIDES. SSAE for lists. Reid, 821 South E St., Lake Worth, FL 33460. 1179

STEAM, DIESEL NEGATIVES, photo sets, calendars. Send LSSAE for latest catalog. Comet Films, Box 8741, Boston, MA 02114. 1179

SALE - ENTIRE SLIDE COLLECTION US, Canadian stations, also common and private carrier box cars, gons and hopper. No list. Approvals only. E. Emery 174 Ranleigh Ave., Toronto, Ontario, Canada M4N 1X4. 979

ORIGINAL SLIDES, NEGATIVES. Diesel, caboose, equipment. Also Steam, Diesel prints. Specify interests. SSAE. Joe Quinn, Tillson, NY 12486. 979

PRINTS/SLIDES/NEGS of diesel, steam and electric locomotives and miscellaneous equipment of Class I, shortline and industrial railroads of Canada, Mexico and U.S. (including Alaska). Original and duplicate material. Specially painted equipment and equipment now "merged", scrapped, sold, rebuilt, repainted and/or renumbered included. Catalogue and 3 samples: $2.00. A. F. Bolton, Box 423, Placentia, CA 92670. 1179

SLIDES, DECEASED RAILFAN'S SLIDE COLLECTION for sale. $1.00, SSAE, list, sample. Betty, 2905 Ernest Rd., Richmond, VA 23234. 180

FOREIGN RR & TROLLEY: 2000 items in slides - $600.00. SSAE and $2.00 for lists and inventory. 35-Slides, Box 6098, Colo. Springs, CO 80934. 979

NEW SUPER 8 SOUND movies, with 610 & 2839. SSAE for information, M.L.M.P., Box 24480-A, Richmond, VA 23224. 180

TWENTY GREAT KODACHROME slide duplicates from the 40's of Western trolley lines including PERy, LARy, SDE, Key, SN, PEPCo, BCE. Send $12.00 to Bob McVay, Box 625, King City, CA 93930. 979

TWENTY GREAT KODACHROME slide duplicates from the 40's of Western trolley lines including PERy, LARy, SDE, Key, SN, PEPCo, BCE. Send $12.00 to Bob McVay, Box 625, King City, CA 93930. 979

COLOR PRINTS of passenger locomotives, list and suitable for framing 8x10 sample $3.00. Customcolor, Box 24480-A, Richmond, VA 23224. 180

RAILROADS - COLOR SLIDES, B&W Negatives (size 120). B&W Photographs. Mainly Diesel, Eastern Rds., Thomas Trencansky, PO Box 122, Etna, NY 13062. 979

TRACTION PHOTOS: For sale, Black & White SSAE. Al Gilcher, 17 Lochland, Rd., Valhalla, NY 10595. 1179

NEGATIVES, PIX, mostly 122, American, Canadian, steam, diesel, locomotives, electric, cabooses, equipment, short lines, private, freight, magazines, World Railways 1950-1. First Canadian member R&LHS, Estate of Harold McMichael, 30 Palmerton Ave., Brantford, Ontario, Canada, N3T-4L2. 979

CANADIAN STEAM IN ACTION: also diesels and trolleys. Send $2.00 for sample slides and lists. H-I Rail Vistas, PO Box 464, Agincourt, Ontario, Canada, M1S 3C5. 979

FINEST QUALITY ORIGINAL (not duplicate) Kodachrome slides of electric traction and trolley subject available anywhere. Worldwide selection. 2 samples $2.00. Traction Slides International, Box 123 RF, Merrick, NY 11566. 1179

35mm DUPLICATE SLIDES. Shawmut, WVN, WAG and many more short lines and industrials. Also Pittsburgh Trolleys. Send $1 for list and sample. Charly's Slides, 160 Clark Pike, Creighton, PA 15030. 1179

LOCOMOTIVES & STATIONS: AMTK, CNJ, NY&LB, PC PRR, plus more. 5 samples slides and listing for $2.50. Lakeside Fire equip. Co., PO Box 82, Browns Mills, NJ 08015. 1179

EVDA SLIDES American, European, railroads, trolleys from the 1940's. $2.00 lift samples. Box 1183, Maryland Heights, MO 63043. TF

OUR 7TH YEAR. 12,000 color slides, mostly diesel, some electric, a few steam; 650 railroads/industries represented. 3 catalogs, sample $2.00. Porreca & Assoc., Box 22, Boulder, Colo. 80306. 1179

SLIDE AND NEGATIVE COLLECTIONS bought. R.J. Young, 11 Sussex Ct., Edison, NJ 08817 581

FOR SALE

SWITCHING. A card game like flat railroad switching at its best. Send $3.00 to Kangam, PO Box 3354, Kansas City, Kansas 66103. 180

TIMETABLES, buy sell trade. SSAE for latest lists and specials. Carl Loucks, 199 Wayland St., Hamden CT 06518. 580

RAILROAD MAGAZINES-1955 thru 1978, 18 years complete. *Trains* Magazines-1948-1974, 17 years complete. List 50 cents. Make offer, FOB Howell, Via UPS. Harold A. Porter, 155 Orleans Court West, Howell, MI 48843. 979

JR. TELEGRAPHER INSTRUCTOGRAPH MACHINE, with all five tapes; winding crank. 11" x 7" x 6". "Extendable Arm" sounder boxes and sounders. Museum piece: C & NW glass fire extinguisher; mounted on board. 3" x 19". Will buy quality railroadiana. Send lge. SASE. T & L Railroad, 4512 Montrose Houston, TX 77006. 979

FOR SALE: COMPLETE TWO FOOT gauge railroad. Two steam and one diesel locomotive. Four coaches Mile of track. All extra good. Priced to sell. Hiatt Park, Martensdale, IA, 50160, Phone: 515/764-2729 evenings. 979

PAPER AMERICANA a publication devoted to all areas of paper collectibles. Issue bi-monthly, $4 per year. Make checks payable to: C.E. Miller, 736 N. Frazier St., Baldwin Park, CA 91706. 979

BIDS OF SEVEN HUNDRED DOLLARS or best offer accepted on bell from 1885 Santa Fe train 092. Documentation and picture for one dollar SASE. Helen Anderson, Box 48, Grapeview, WA 98546. 979

FOR SALE: STANDARD GAUGE HAND PUMP section car restored $3000.00. Two foot gauge gas locomotive, weight approx. 8 tons. Two foot gauge snow plow, 30-40 lb. rail. Keith Valesh, 216 East Charles, Oelwein, IA 50662. 979

BACK ISSUES-*Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman*, West German Railroad Publications and others. SSAE for list. Robert Del Grosso, 1375 Highsite #101, Eagan, MN 55121. 1079

RAILROAD LOGO & ENGINE BELT BUCKLES, Key Rings, watch fobs and jewelry. Over 200 styles to choose from. All in color. Send 25¢ for free 24 page illustrated catalog to: Hoover's Mfg. Co., P.O. Box 516F, Peru, IL 61354.

RAILROAD PRINTING

CUSTOM PRINTED STATIONERY, membership cards, passes, forms, rubber stamps. New 32 page Catalog #12 with samples $2.00 (refundable with first order) Railroad Printers, Box 174-RF, Boston, MA 02132. 180

RR SOUNDS

SUFFER FROM STEAM SOUNDS STARVATION SYNDROME? Delirious about the Diesel's dialogue? Add Flying Scotsman whistling thru Highland Park, IL; Milwaukee Road Diesels tearing apart Davis JCT., IL, D&R #9 and W&OV #1 rambling around Sauk County, Wisconsin; and others to your sound library. Send for free complete description of half-hour cassette before you buy. Chuck Burnam, 6141 So. Kostner Ave., Chicago, IL 60629. 779

CASSETTE TAPE of Southern 610, 1977-1978. 70 minute on-train, Lexington-Louisville, Roanoke-Bluefield, Birmingham-Sheffield. 20 min. trackside, Birmingham-Lexington, Knoxville, Hendersonville-Bulls Gap. 90 min, $7 postpaid. 60 min $5., without Roanoke-Bluefield. Robert T. Clark, 1605 W. 25th St. #709, Sanford, FL 32771. 979

RAILROADIANA

STOCK CERTIFICATES AND BONDS - any quantity! Also old timetables and passes. Write! Ken Prag, Box 531RFW, Burlingame, CA 94010. 381

SEND LONG SSAE for 6 lists per year of lanterns, switch keys, locks, etc. Kenneth Palmer, 128 Front St., Port Jervis, NY 12771. 180

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, Timetables, menus. Display, eat from dining-car dishes. Send long SSAE to James McLellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid. 380

THIRD ANNUAL EAST COAST RAILROADIANA Sale - Held in conjunction with NRHS National Convention at Hyatt - Regency Hotel in Washington, D.C. August 29, 30, 31. Information SSAE. Miller, 3106 N. Rochester St., Arlington, VA 2213. 979

FOR SALE & WANTED: Send SSAE with specific requests have back issues of Railroad, Trains and various model magazines. Nestles Railroadiana, RD #2, Greenwich, NY 12834. 979

RAILROADIANA FOR SALE. Rare railroad china, silver lanterns, locks, keys, miscellaneous. LSSAE to: Dovetail Antiques, 8970 Main St., Clarence, NY 14031. 180

IRON SPIKES, square and round, eight ounces to five pounds used for Hoosac Tunnel construction. Paul Cousineau, 189 Whitman Ave., West Hartford, CT 06107. TF

RAILROADIANA HARDWARE AND PAPER for sale: post cards, lanterns, timetables, O&W photos, buttons, tools, many more. Trackside Sales, 186 Phelps Ave., Englewood, NJ 07631. SSAE for large listing. 1179

OLD TRACK GAUGES, brass and wood, from UP & SF (not marked) tie pullers, tools; marked. SSAE: other railroadiana. Will buy any amount. T&L Railroad, 4512 Montrose, Houston, TX 77006. 713/523-4356. 1179

LOCOMOTIVE CHASE - Offering RR Locks - Tools - Lanterns - Paper and Misc. Items SSAE for list. Leverich, 69 Branch Brook Dr., Belleville, NJ 07109. 1179

NOTICE - MY TWENTY FIVE YR. COLLECTION of Railroadiana for sale. Mostly hardware. Too much to list. Just about anything you would want for your collection. Vicinity of Detroit, MI. Cash and carry. No Shipping. Call 313/544-4791. 979

RAILROAD ARTIFACTS: Diverse selection of china, silver, keys, locks, lanterns, much more. Current monthly list LSSAE. Six lists - six LSSAE's. RR Artifacts, 1131 Maryvaale, Cheektowaga, NY 14225. 979

90 CANADIAN NATIONAL OFFICIAL'S PASSES mint condition. All major lines. $100.00 SSAE, David Brown, Sp. 81, 17989 Corkill Rd., Desert Hot Springs, CA 92240. 979

PERSONALIZED RR COFFEE MUGS! Your first name and selection from five colorful old-time engines. Only $3.75. Send for free brochure R4. Calculatorco, 5517 Alcove, No. Hollywood, CA 91607. 979

SURPLUS RR SILVER FOR SALE. SSAE for list. Urban Boerger, 5750 Knoop-Johnston Rd., Sidney, OH 45365. 979

OFFICIAL GUIDES FOR SALE: MAR 1937, Aug. 1945, Dec. 1945. Good condition. Make offers to: Eugene Osterhaus, 3264 Werk Rd., Cincinnati, OH 45211. 979

SECOND ANNUAL GAITHERSBURG Railroadiana Sale: Sunday, Nov. 4, 1979. Gaithersburg Fairgrounds, Gaithersburg, Maryland. Near Washington, D.C. Over 150 tables of railroadiana for sale. Information SSAE Miller, 3106 N. Rochester St., Arlington VA 22213. 979

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, Timetables, menus. Display, eat from dining car dishes. Send long SSAE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts. Good prices paid. 380

FOR SALE: RR BOOKS, Timetables, China, silver, calendars. C&O and PC Slides. Slide or Railroadiana list for SSAE. Tom Heinrich, 4950 Kithwood Dr. SW, Roanoke, VA 24018. 979

ORIGINAL PHOEBE SNOW Round drumhead w/brass case - Phoebe Snow Plate tailsign from tavern lounge, other drumheads, Merchants Ltd. Gold leaf sign - beautiful mahogany timetable display racks - parlor car chairs, NP, GN CB&Q signs from Chicago Union Station - builders plates, headlights. Collections bought and sold - we also appraise collections and single items - protect yourself against loss. Details $1.00. Amrail - Box 123-R, Bethpage, NY 11714. 979

RAILROAD STOCK CERTIFICATES. Catalogue plus beautiful certificate $2.00. Also buy! Ken Prag, Box 531RF, Burlingame, CA 94010. 381

FINE OIL PAINTING ON CANVAS, 31x22. Scene of switch engine loading freight cars onto barges, titled, *Freight cars - Manhattan bound*, signed Aurion Proctor. Note: painting was reproduced on cover of Railroad Magazine, Sept. 1940. $1200. Photographs available. C. Foote, PO Box 76, Gracie Sq. Station, NY, NY 10028. 979

RAILROADIANA FOR SALE: China, silver, timetables, books, passes, official guies and much more. We also buy - send large SSAE to Railfair Limited, 64 Franklin Rd., Denville, NJ 07834. 979

STEAM REPRINT - Full color Fogg NYC Niagara 6000 4-8-4, approx. 17x22. $7.50 (includes UPS shipping) NYS residents add sales tax. The Mailbox, PO Box 400SF, Round Lake, NY 12151. 979

CONRAIL BRASS BUCKLES, new, regulation logo, also NYC. $5.00 & postage. Cloth patches 45¢ - send stamp for free list or $1.25 for large catalog, adjustable logo caps, T-shirts, etc. Wm. Krueger, 2018 Leo, Dayton, OH 45404. 979

WANTED

RAILFAN FROM NEW ZEALAND requests accommodations in American Railfan homes in the NYC, Chicago, Atlanta & Los Angeles areas during Oct.-Dec. 1979. Board guaranteed. Please write for details to Darrell Turner, 61 Lancaster Rd., Beach-Haven, Auckland. 10., New Zealand. 979

RAILFAN, VOL. 1, No. 4. James Funnell, 1011 Ruddiman North Muskegon, MI 49445. 979

CONN CO. buses, photos, or slides wanted from the following series: 1000, 1100, 1200, 1300, 1400, 1500, 1600 1700, 1900, 2000, 2100, 2200, 2300. Contact D.A. Cohen P.O. Box 57, New Haven, CT 06501. 979

WANTED TO BUY Old defunct stock certificates, bonds, etc. Write: John H. Brown, P.O. Box 587, Monroe, GA 30655. 180

WANTED-INTERIOR OR EXTERIOR PHOTOS of Bangor & Aroostook Cafe-Parlor Car *Aroostock*, No. 197 (1922-1938). Offer cash plus ride in resurrected car. Dwight Smith, Conway Scenic Railroad, Box 947, North Conway, NH 03860. 979

WANTED TRADERS-slides & B&W negs of Canadian roads & their subsidiaries to trade on approval. W. Lemon, 45 Wright Dr., Moncton, New Brunswick, Canada EIE-2H3. 979

RAILROAD CHINA WANTED: Collector buying RR china especially Baltimore & Ohio RR blue and white Centennial. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213. 180

WANT RAILROADIANA SINGLE ITEMS or complete collections. A. Rixon, Box 5063A, Phila., PA 19111. 380

WANTED URGENTLY for Research Purposes, in good condition. *The Shay Locomotive* by Michael Koch, 1971, *Climax, The Unusual Locomotive* by Thomas Taber, *U.S. Steam Locomotive Directory* by Victor Koenigeberg (looseleaf publication), *Climax Manufacturing* Coy's last known Catalogue, *Stearns Mfg.* Coys last known catalogue (Heisler Locomotives), Lima Locomotives 1911 Catalog reprint. Write: K.L.T. Brough, 34 Sutherland Rd., Pt. Chevalier, Auckland 2, New Zealand. 979

STOCK CERTIFICATES AND BONDS - any quantity! Also old timetables and passes. Write: Ken Prag, Box 531RFW, Burlingame, CA 94010. 581

ERIE RPO 696 Any information, plans, photos on this steam era car. Martin Obed, Box 205, Kalamazoo, MI 49005. 979

E-L (DL&W) BUFFET-LOUNGE) 787 Any information, plans, photos, especially in later years. Martin Obed, Box 205, Kalamazoo, MI 49005. 979

LEHIGH VALLEY first generation diesel negatives, photos, original color slides. P. Templeton, 509½ Cheyenne Ave., Alliance, NE 69301. 979

SAUCER, D & H "BLUE LINE" CHINA, mint condition only. John F. Sherman, 11016 Ardwick, Dr., Rockville, MD 20852. 979

WANTED: SLIDES, NEGATIVES, PICTURES, Railroadiana of Chicago and Eastern Illinois Railroad (before Mo Pac). Especially F3's, F7's, E7's, E9's, B12's, steam, 1008 streamlined, passenger, Mof W. Looking for public relations folder from 1957, company magazines, anything C&E. Also Railroad car journals-any or all. Send details, price and condition with SSAE to: Jerry Moore, R9, Box 399, Evansville, IN 47712. 979

WANTED: PASSENGER EQUIPMENT REGISTERS 1964, 1965, 1966. Erie RPO 696. Any information, plans, photos on this steam era car. E-L (DL&W) Buffet-Lounge 787, any information, plans, photos-especially in later years. Write to: Martin Obed, Box 205, Kalamazoo, MI 49005. 979

NEBRASKA TRACTION, especially Lincoln and OL&B. Single issues or bound volumes or ERJ, SRJ, *Transit Journal, Mass Transportation, McGraw-Hill Annual Traction Directories*, (have 1918 & 24 reprints), *McGraw/American Investments* large red books. Jim Seacrest, P.O. Box 1386, North Platte, NE 69101. 580

NEBRASKA TRACTION, especially Lincoln and OL&B. Single issues or bound volumes of *ERJ, SRJ, Transit Journal, Mass Transportation, McGraw-Hill Annual Traction Directories* (have 1918 & 24 reprints), McGraw/American Investments large red books. Jim Seacrest, P.O. Box 1386, North Platte, NE 69101. 480

MOVIES OF THE NYS&W, L&NE, L&HR and WB&E. 8mm, Super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, PO Box 700, Newton, NJ 07860. TF

MODEL RAILROADS

WANTED: LIONEL TRAINS, any amount, any condition, Postwar to present. Describe items giving numbers, condition and price. Edward Repulski Jr., Box 31, DePue, IL 61322. 979

BOOKS AND PUBLICATIONS

SCRANTON RAILWAY CO. - 6x9 softcover, 136 page illustrated history. $9.50 plus 50¢ postage. Ben Rohrbeck, 1003 North Chester Rd., West Chester, PA 19380. 979

MIDWESTERN RAILS, an interesting monthly publication about Midwest railroads with information, news, and photos, 12 Big issues only $9.00. Money-back guarantee. Rush to: White Publishing, Box 286-N, Geneseo, IL 61254. 979

DIESEL LOCOMOTIVES OF THE NY CENTRAL SYSTEM. All time roster of NYCS diesels with complete date. 176 pages, diagrams, 196 photographs - 8 in full color. Soft cover, "Perfect" binding. Price $14.00 postpaid. Ohio residents must include 77 cents sales tax. Dealer inquiries invited. New York Central System Historical Society, Inc., Dept. B, Box 10027, Cleveland, OH 44110. 979

DATE NAILS COMPLETE: The newest and most complete book on the fast growing hobby of collecting Date Nails. Over 4,200 separate photos of different Date Nails with descriptions and prices. Much additional information on Date Nails. 352 pages. Soft Cover, $15.00, — Hard Cover, $22.00. Wesis Publications "T", 29 Meadowbrook Lane, Cedar Grove, NJ 07009. 9-79

MAP GUIDE TO West Coast Short Lines. Maps and information show location of engine houses, interchange points of over 90 short, belt, and industrial railroads. 8'x11 booklet. $4.30 mailed first class. Hammond, 1145 Bedford, Fremont, CA 94538.

NEW VOL. 4 of *The Northeast Railroad Scene, The Erie Lackawanna* 88 pages $6.50. Also available, *Vol. 3, The Reading Co.* $4.00 *Vol. 2, The Lehigh & Hudson River* $4.00 *Vol. 1, The Lehigh Valley* $4.00. John Bissell, Box 11B, Netcong, NJ 07857. 1179

TROLLEYBUS DATABOOK: 92 pages new edition; trolleybus rosters, operator data for all N.A. systems, past and present. $5.50 up. NATTA; 1042 Bardstown Rd., Louisville, KY 40204. SSAE for information. 979

ARTICULATEDS MEANS Mallets, Shays, Fairlies, Climaxes, Freaks and Heislers - 10,000 of them in 60 varieties. Find out all about them in Sundance's newest spectacular publication *Articulted Locomotives of North America* by LeMassena. An incredible compilation of history, dimensional data and acquisition, renumbering, rebuilding, disposition information for 225 railroads. 135,000 words - 630 photos, 30 in full color, 8½x11. Unsurpassed for steam modelers and railfans! Available from the author with autograph and personal inscription - $40 ppd. Le Massena, 1795 S. Sheridan Blvd., Denver, CO 80226. 979

TROLLEYS TO CAYUGA LAKE PARK (Geneva-Seneca Falls) by Shelden King - 41 pages; 38 photos; track maps; roster. $5.00 (sales tax - New Yorkers) from: Whitehall Mall Service, 109 East First St., Elmira, NY 14901. 979

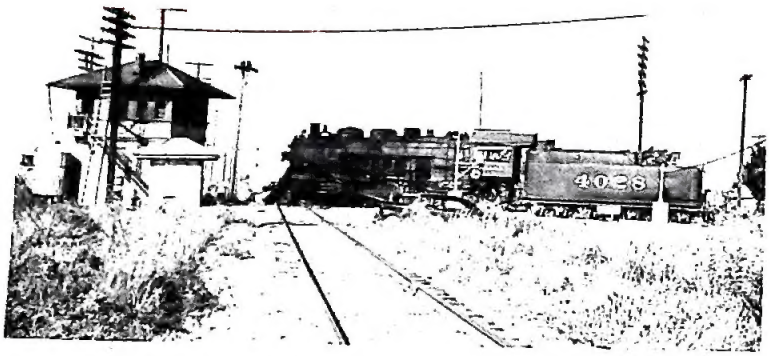
LOGGING SOUTH CHEAT: Detailed history of the Snowshoe resort mountain at Cass, West Va. 54 pages, photos, maps. $3.00 plus 40¢ postage. George Deike, Box 108, Cass, West Virginia 24927. 180

VISITING SAN FRANCISCO? Get *The un-Official and Slightly Irreverent Railfan's Guide to the Bay Area*. Send $4.50 (California residents send $4.79) to: Pacific Transportation Archives, Dept. RR1, 547 Pine Ave., Sunnyvale, CA 94086. 180

HUDSON & MANHATTAN RAILROAD COMPANY Rulebooks (new P.A.T.H.). Original, numbered, October 1923 editions! Beautiful condition, never issued out. Hardcover, 4x7", 136 pages with color illustrations. 549 spellbinding rules and regulations. A real treasure of a collector's item, and a wise investment. Only $12.00 each (includes shipping)! Limited quantity (obviously), so order now. Lower numbers issued first. Mark Samwick, 201 West Union Ave., Bound Brook, NJ 08805. 979

DIESEL LOCOMOTIVES OF THE NEW YORK CENTRAL SYSTEM. All time roster of NYCS diesels with complete data. 176 pages, diagrams, 196 photographs - 8 in full color. Soft cover, "perfect" binding. Price $14.00 postpaid. Ohio residents must include 77 cents sales tax. Dealer inquiries invited. New York Central System Historical Society, Inc., Dept. B, Box 10027, Cleveland, OH 44110. 180

NEXT in RAILFAN & RAILROAD



- **HASTINGS ON HOUSTON:** Photographer Philip R. Hastings gives us a look at steam and diesel action on and around the Houston Belt & Terminal in 1948. There's everything from main line passenger trains to an employees' shuttle with an 0-6-0 and ancient coach and all sorts of freight action.

- **STEAM IN RED CHINA:** Henry E. Bender, Jr., author of *Uintah Railway*, toured China in 1978 and found brand new 2-10-2's on passenger trains and a huge and fascinating rail system.

- **CENTRAL CALIFORNIA TRACTION:** Don't let the name fool you, this is a modern diesel short line with bright red Geeps and an RS1. Dave Clemens outlines the whole operation.

NOVEMBER 1979 ISSUE ON SALE OCTOBER 2.

SUBSCRIBE TODAY!

Beat inflation

At a time when the price of almost everything is going up—including the cover price of this magazine—you can save money while enjoying the additional color and new features in RAILFAN & RAILROAD by subscribing today at the old prices of $6.00 per year and $11.00 for two years. You'll find each issue—six per year—packed full of the up-to-the-minute news and enthusiastic coverage of today's railfan and railroad scene combined with an appreciation and love for the steam-era world of the past. We have the best contributors in the hobby, so don't miss an issue!

SUBSCRIBE TODAY so you won't miss a single issue and **SAVE MONEY** in the process. RAILFAN & RAILROAD is published bi-monthly by the Carstens staff of railfans.

If you don't want to mutilate your magazine, send your order and remittance in a letter.

Dept. 2808

Subscription Department
RAILFAN & RAILROAD
P.O. Box 700
Newton, NJ 07860

Please include your RAILFAN, RAILROAD or RAILFAN & RAILROAD address label for prompt service when writing about your subscription, renewal or address change.

To subscribe: Mail this form with your payment and check one box: ☐ New subscription. ☐ Renew my present subscription.

Subscription rates in U.S.A. and Canada: One year $6.00, Two years $11.00. Foreign add 50¢ postage per year for all other countries.

FOR CHANGE OF ADDRESS

ATTACH LABEL HERE

If you're moving, please let us know six weeks before changing your address. Place your present address label here and print new address below. Be sure to include your zip code.

name

street

city state zip

4

Do not write in this box

Please type or print legibly

Valley—it's as fine a tourist train as you'll find anywhere. The line follows the Gatineau River to Wakefield, about 30 miles north of Ottawa, and that river is often laden with logs floating down to sawmills and paper mills from the cutting operations upstream. Wakefield is an interesting little riverbank town, and the two-hour layover allows plenty of time to walk around, get lunch and watch the engine being turned on the "armstrong" turntable.

The train will run each Wednesday and Sunday throughout July and August (although the last trip in August may be to Barry's Bay). It departs from the National Museum of Science & Technology in Ottawa at 10:00 a.m., arrives in Wakefield at noon, departs at 2:00 p.m. and arrives back at the museum at 4:00 p.m. The fare is $7.50 for adults, $4.00 for youngsters 16 and under, the children under three free. There's only one hitch on tickets, however: since the capacity of the train is limited and tickets for the following week go on sale at 9:00 a.m. on Monday morning, most tickets are sold out by the end of the day Monday. (Unfortunately, tickets are not available by mail.) If tickets aren't available, the route is chaseable by car and you should be able to get three or four good runbys in each direction.

Incidentally admission to the museum is

Advertising Index for September 1979

Adventures in Sound 6
Arden, Scott 13
Armstrong, Jack 14
Audio Visual Designs 6
BRMNA 62
Barnard Roberts & Co. 61
Berg, Dana 6
Big "R's" Railfan Tours 15
CM Shops 16
Carl Loucks 6
Carstens Publications 10,11,63
Central Electric Railfans Assoc. 8
Colorado RR Museum 5
Concept Classic Details & Photos 4,9
Cook, Richard J. 61
Creative Calendar 9
Darwin Publications 12
Depot Attic, the 6
EVDA Slides 61
Gildersleeve, Tom 62
Insignia Clock & Specialty Co. 6
Interurban Films 8
Iron Horse Short Line 14
Key, Lock & Lantern 62
M.F. Kotowski RR Art 4
McMillan Publications 14
Mintz, Stephen A. 13
Mobile Fidelity Records 9,62
New England Rail Service 12
New Haven RR Hist. & Tech. Soc. 12
Norry Distributors 15
Norton, W.W. Co., Inc. 9
Nostalgia Station 8
Official Guide Reprints 13
Porecca & Assoc. 12
Pro Custom Hobbies 14
Railfan & Railroad 16,61,66
Rail Image, the 14
Railroad Model Craftsman 58,59
Railroad Record Club 4
Railroad Supply Corp. 5
Reed's Hobby Shop 6
Reid, Gil 7
Robinson Press, Inc. 15
Selectplaner 7
Shade Tree Books 7
Short Line, The 6
Southwest Electronics 7
Spin-Off 15
Starlake Films 12
Stourbridge Lion Committee IV
Sunday River Productions 6
Szwajkart, John 13
Trolley Talk 15
Valley Vision Video Tapes 4
Weston, John H. Bookseller 5
Whistle Stop Publications 4

JIM BOYD

free, and it has one of the more interesting railroad exhibits we've seen. Among the displays are a CPR 4-8-4, CN streamlined 4-8-4, CN Hudson and a variety of other engines including a CN FA diesel in the old colors. The museum is there to stay, but the 1201 excursions are surviving on a year-to-year basis, so catch them now if you don't want to miss them. For information on specific trips, their number is 613/998-4566.

Jim

CASS SCENIC RAILROAD went to a great deal of effort to build a new depot to replace the C&O original which was burned to the ground a few years ago in a fire of suspicious origin. Striving for authenticity, the Cass State Park consulted with the C&O Historical Society and derived their blueprints from C&O originals, making only those modifications necessary for modern materials and practical utility. The new depot is an improvement over the Cass original in that it has the typical C&O peak over the operator's bay, a feature which had made the former Cass depot a bit less of a classic than some of the others on the Greenbrier line. The new depot was a feature attraction of the night photo session at the May 19 Cass Railfan Weekend along with Shays 4 and 5.

"THEY'RE THE MOST AMERICAN-LOOKING locomotives left in the world; you won't find any better", is what author Mike Eagleson says about the handsome 2-10-4's on Brazil's E.F. Dona Teresa Cristina. The grimy glory of this meter gauge 2-10-4 built by Baldwin in 1947 is refreshingly contemporary as she pauses at the coal preparation plant at Capavari on November 10, 1978, with a train of empty hoppers up from Imbituba. Note the U.S.-style details on the 311, including those Clinchfield yellow number boards. Fortunately, the 2-10-4's have a reasonably secure future.

RONALD N. JOHNSON

It's the 150th Anniversary of the "Stourbridge Lion"

(The first locomotive to run in America, 1829)

•

Come See This Exact Reproduction

•

GIGANTIC Celebration, Sept. 13, 14, 15, 16, 1979

If you've ever wondered what the first steam locomotive that ever ran in America looked like, Visit Honesdale on Route 6, N'east corner of Pa., Sept. 13, 14, 15, 16, 1979, and take a look at the Stourbridge Lion. . .

In the late 1800's, anthracite coal, mined in Carbondale and Scranton found its way to tidewater via a unique gravity rr system from Carbondale to Honesdale, and to the Hudson via a network of canals. Management thought they could save time and money if a steam locomotive were used in place of the gravity and canal systems. In 1828, Horatio Allen representing the Hudson Canal Company went to England and purchased 4 locomotives. The only one with any record of accomplishment was "The Lion." (It was called Stourbridge, because it was made in Stourbridge, England, and Lion because one of the workmen in the factory painted a lion's face in bright red on the front of the boiler.) The history and whereabouts of the other 3 imported locomotives remains a mystery to this day. The Stourbridge Lion was the first steam locomotive to run in America, and it confirmed engineering reports that when a road bed was developed that could take the strain and weight with specially designed tracks and ties, locomotive power would be the way to move coal to market . . . and . . . develop the West.

The Stourbridge Lion, on exhibit in Honesdale, is an exact reproduction of the original. It is also called the "Grasshopper" because it resembles a giant grasshopper with its mass of exterior valves and joints. This replica could develop steam and run, but because of its narrow gauge, present tracks are too wide, and can't accommodate it.

During the four day celebration, (block parties, carnivals, foot race, pageants, model RR displays) there will be twice daily except Sat., steam locomotive rides from Honesdale to Lackawaxen, a round trip of some 52 miles. (Sat. afternoon there's a big parade). Advanced tickets can be bought from the committee. Fill in the coupon below and note how many adult and children's tickets you want. Also check the day, AM/PM and we'll **do our best** to accommodate you. In addition to receiving the tickets, you will also receive the four day schedule of events. Make check or MO out to "The Lion."

To: Stourbridge Lion Committee — Honesdale, PA 18431

Please send me _____ adult tickets @ 11.50 ea. and _____ children's tickets @ 6.50 ea. (Age 12 and under)

I enclose $ _____

Name _____

Address _____

City _____ State _____ Zip _____

☐ 13 —am —pm ☐ 14 —am —pm ☐ 15 —am ☐ 16 —am —pm

Send for 52 mile "Steam-Train-Ride" tickets today!